

The Economic Impact of Travel on Tennessee Counties 2002

A Study Prepared for the
Tennessee Department of Tourist Development
by the
Research Department of the
Travel Industry Association of America
Washington, D.C.
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PREFACE

This study was conducted by the Research Department of the Travel Industry Association of America (TIA) for the *Tennessee Department of Tourist Development*. The study provides preliminary 2002 and revised 2001 estimates of domestic and international traveler expenditures in Tennessee, as well as the employment, payroll income, and federal, state and local tax revenue directly generated by these expenditures. Multiplier impact of these expenditures is also included.

Additionally, this study provides preliminary 2002 and revised 2001 domestic estimates by county for travel expenditures, employment, payroll income and state and local tax revenue directly generated by these expenditures.

Travel Industry Association of America
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Note: At the client's request, impact estimates developed for purposes of this report include air courier-generated employment and wages. As a result, these estimates are not comparable with other TIA impact estimates, including those for all 50 states and the District of Columbia published in the annual Impact of Travel on State Economies report.

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EXECUTIVE SUMMARY

Total Impact of Travel

- Total domestic and international travel-related spending in Tennessee, including direct and indirect spending, reached nearly \$16.7 billion in 2002, up 1 percent from 2001.
- Total employment in travel-related industries in Tennessee, both direct and indirect, reached 375.3 thousand jobs in 2002, up 0.2 percent from 2001.
- Total payroll income from travel-related employment was \$7.5 billion in 2002, up 1.7 percent from 2001.

Direct Impact of Travel

- Direct travel-related spending reached more than \$10.6 billion in Tennessee during 2002, a 1 percent increase from 2001.
- In 2002, domestic travel-related spending in Tennessee was up 1.7 percent compared with 2001.
- Payroll in travel-related industries reached nearly \$4.6 billion during 2002, up 2.8 percent from 2001.
- Employment in travel-related industries accounted for 175.8 thousand jobs within Tennessee in 2002, 6.6 percent of the state's total non-agricultural employment.
- Tax revenues for federal, state, and local governments in 2002 totaled nearly \$2.5 billion.

INTRODUCTION

This report presents preliminary 2002 and revised 2001 estimates of the impact of U.S. resident and international traveler spending in Tennessee, as well as the employment, payroll income and tax revenue directly generated by this spending. These estimates are produced through the County/City Travel Economic Impact Model, a computerized economic model producing estimates of travel spending at the county level, and its impact on employment, wage and salary (payroll) income, and state and local tax revenues.

The County/City Travel Economic Impact Model is an extension of TIA's Travel Economic Impact Model (TEIM) initially developed in 1975 for the U.S. Department of the Interior to indicate the economic value of travel and tourism to states and counties. The original TEIM has been revised substantially based upon more accurate and targeted input data available from governments and the private sector.

The domestic component of TEIM is based upon national travel surveys conducted by TIA and other travel-related data developed by TIA, various federal agencies and national travel organizations each year. A description of the TEIM and the county impact model is provided in Appendix B. The following estimates of travel's economic impact on Tennessee are based upon the most recent version of the TEIM and data available from the U.S. Census Bureau and other sources, including international visitor statistics from OTTI/ITA, U.S. Department of Commerce.

U.S. residents traveling in Tennessee includes both state residents and out-of-state visitors traveling away from home overnight in paid accommodations, or on day trips to places 50 miles or more away from home during 2002. Travel commuting to and from work; travel by those operating an airplane, bus, truck, train or other form of common carrier transportation; military travel on active duty; and travel by students away at school are all excluded from the model. In addition, the payroll and employment estimates represent impact generated in the private sector and exclude public-supported payroll and employment.

The TravelScope Survey was modified in 2003 to capture more information. In doing so, more day trips were captured than in the past. Accordingly, previous travel volume figures were re-estimated to reflect the addition of more day trips. These changes are reflected in the estimates in this report.

Since additional data relating to travel and its economic impact in 2002 will become available subsequent to this study, TIA reserves the right to revise these estimates in the future.

2002 U.S. ECONOMY AND TRAVEL INDUSTRY OVERVIEW

In the aftermath of the most difficult year in its history, the U.S. travel industry had hoped for a strong rebound in 2002. When this failed to materialize, the entire industry found itself in the middle of a protracted struggle to maintain ground. Ongoing concerns about further terrorist attacks, coupled with slow economic growth, worked against prospects for near-term recovery.

Although the U.S. economy experienced a recession in 2002 with three consecutive quarters of decline in real GDP, there were some encouraging signs in early 2002. First quarter 2002 real GDP reached 4.7 percent, the largest quarterly increase since second quarter 2000. However, the rate of growth subsequently slowed and real GDP increased just 2.2 percent for the year. In 2002, more than 1.8 million jobs in the private sector disappeared, the largest annual decline since 1975. Reflecting the economy's overall weakness, the national unemployment rate hit 5.8 percent.

U.S. Travel Volume in 2002

Domestic person-trips by U.S. travelers remained relatively flat in 2002 at 1.13 billion person-trips (a 0.4% increase over 2001). Following the economic trends, first quarter travel volume was strong (+3.1% over 2002) but weakened beginning in the second quarter and remained stagnant for the remainder of the year.

Despite economic concerns and fears about terrorism, leisure person-trips grew by 1.9 percent in 2002. As with overall travel, the strength in leisure travel was largely seen in the first quarter (+6% over 2002), before weakening and remaining subdued in the waning months of the year. The weak economy and concerns about war in Iraq contributed to a significant reduction in business person-trips in 2002. Business travel volume (includes Business/Convention travelers and combined business/leisure travelers) was down 5.7 percent for the year. In fact, 2002 marked the fourth consecutive annual decline in business person-trips. Air travel continued a second year of decline, dropping 8 percent in person-trip volume from the already depressed volumes seen in 2002.

Travel Expenditures in 2002

Travel expenditures in the U.S. declined for the second consecutive year in 2002. Total domestic and international travel expenditures were off 2.4 percent in 2002. Compared to the peak level in 2000, this represents a 7.4 percent decline in total travel expenditures.

The declines in business travel and air travel continued to affect travel spending in 2002. Domestic travel expenditures decreased 1.6 percent from 2001. International travel spending was hit even harder, down 7.5 percent from 2001, reflecting the lingering impact of the 9/11 terrorist attacks on international travel to the U.S. According to the U.S. Department of Commerce, international arrivals to the United States in 2002 decreased 6.7 percent from 2001. U.S. international travel receipts decreased \$5.4 billion from 2001 (excluding international passenger fares).

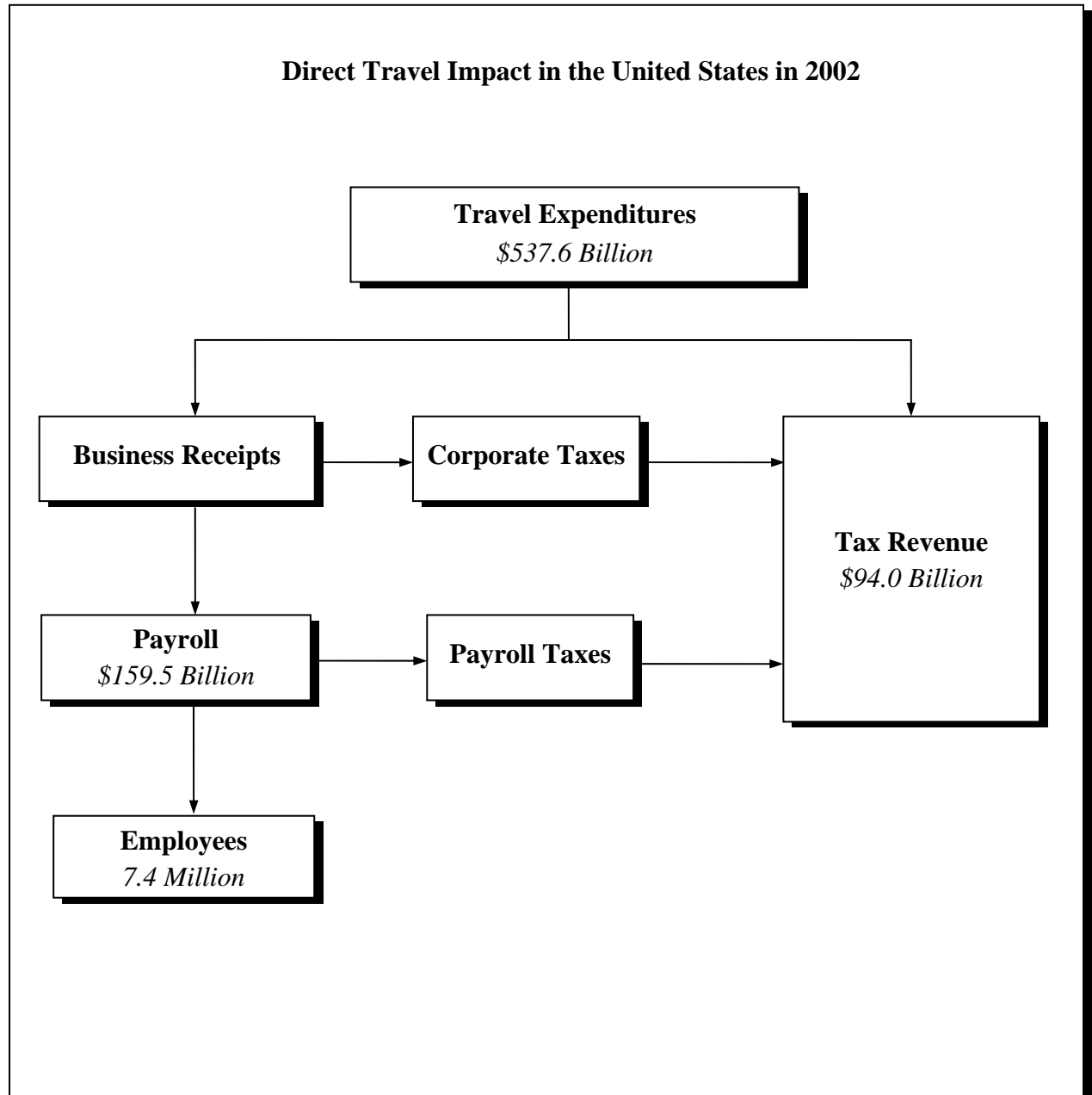
Due to ongoing declines in airfares and lodging prices from reduced demand, travel costs, as measured by TIA's Travel Price Index (TPI), fell 0.3 percent in 2002, the first annual decline in the last decade. This stands in marked contrast to overall inflation as measured by the Consumer Price Index (CPI-U), which rose 1.6 percent in 2002.

Travel Employment in 2002

The private sector of the U.S. economy experienced severe cuts in employment starting in the last quarter of 2001. According to the estimates of the Bureau of Labor Statistics, about 1.7 million jobs were lost between September 2001 and December 2002. The national unemployment rate hit 5.8 percent in 2002.

The travel-related employment situation was even worse. Total U.S. employment generated by travel fell 4.2 percent in 2002. In fact, from September 2001 to December 2002, it is estimated that 378,000 travel industry jobs disappeared -- accounting for nearly 23 percent of all private sector jobs lost. Before 9/11, travel-related jobs comprised 6 percent of all private industry employment. The impact on the travel industry was therefore far more severe.

Substantial layoffs started to occur immediately after September 11, 2001 in most travel related sectors, including the airline, travel planning and lodging industries, and continued on a grander scale throughout 2002. Several other travel industry sectors, including amusement and recreation services and retail, which had laid off relatively few workers in late 2001, were forced to downsize considerably during 2002. Compared to 2001, employment was down 4.6 percent in the amusement/recreation industry and 3.4 percent in the travel-related retail sector.



Source: TIA

Table 1: Overall U.S. Economic Developments, 2000-2002

| <u>Sector</u> | <u>2000</u> | <u>2001</u> | <u>2002</u> |
|---|-------------|-------------|-------------|
| Nominal gross domestic product (\$ billions) | \$9,817.0 | \$10,100.8 | \$10,480.8 |
| Real gross domestic product (\$ billions)* | \$9,817.0 | \$9,866.6 | \$10,083.0 |
| Total retail sales (\$ billions) | \$3,059.1 | \$3,167.8 | \$3,265.9 |
| Real disposable personal income (\$ billions)* | \$6,630.3 | \$6,748.0 | \$7,036.8 |
| Real personal consumption expenditures (\$ billions)* | \$6,223.9 | \$6,377.2 | \$6,576.0 |
| Consumer price index | 173.6 | 177.5 | 180.9 |
| Non-farm payroll employment (millions) | 131.7 | 131.9 | 130.8 |
| Unemployment rate | 4.0 | 4.8 | 5.8 |

Percentage change from previous year

| | | | |
|--|------|------|-------|
| Nominal gross domestic product | 5.9% | 2.9% | 3.8% |
| Real gross domestic product | 3.7% | 0.5% | 2.2% |
| Total retail sales | 6.7% | 3.6% | 3.1% |
| Real disposable personal income | 4.8% | 1.8% | 4.3% |
| Real personal consumption expenditures | 4.3% | 2.5% | 3.1% |
| Consumer price index | 3.5% | 2.2% | 1.9% |
| Non-farm payroll employment | 2.2% | 0.2% | -0.9% |

Sources: U.S. Dept. of Commerce, U.S. Dept. of Labor.

Note: * Chained 2000 dollars.

Table 2: U.S. Travel Trends, 2000-2002

| <u>Category</u> | <u>2000</u> | <u>2001</u> | <u>2002</u> |
|---|-------------|-------------|-------------|
| Total U.S. resident person-trips (millions)* | 1,100.8 | 1,123.1 | 1,127.0 |
| Total international visitors (millions) | 50.9 | 44.9 | 41.9 |
| U.S. travel expenditures (\$ billions) | \$498.6 | \$479.0 | \$473.6 |
| International travel expenditures in the U.S. ** (\$ billions) | \$79.3 | \$69.2 | \$64.0 |
| Travel price index | 194.8 | 196.9 | 196.3 |
| Travel-generated employment*** (thousands) | 7,701 | 7,595 | 7,366 |
| | | | |
| <i>Percentage change from previous year</i> | | | |
| Total U.S. resident person-trips | 1.0% | 2.0% | 0.4% |
| Total international visitors | 5.1% | -11.9% | -6.7% |
| U.S. travel expenditures | 6.7% | -3.9% | -1.1% |
| International travel expenditures in the U.S. ** | 10.2% | -12.8% | -7.4% |
| Travel price index | 6.1% | 1.1% | -0.3% |
| Travel-generated employment*** | 2.9% | -1.4% | -3.0% |

Sources: TIA, Office of Travel and Tourism Industries (OTTI)/ITA, Bureau of Labor Statistics, Department of Commerce.

Notes: * Data from TravelScope® survey.

** Includes spending within the U.S. only.

*** Includes employment generated by domestic and international travelers.

TRAVEL IMPACT ON TENNESSEE – 2002

Travel Expenditures

Travel spending in Tennessee by both domestic and international travelers reached more than \$10.6 billion during 2002, up 1.0 percent from 2001. Domestic travel spending comprised 97 percent of total state travel expenditures in 2002. The state's performance was better compared to the nation's as a whole, which declined 1.9 percent.

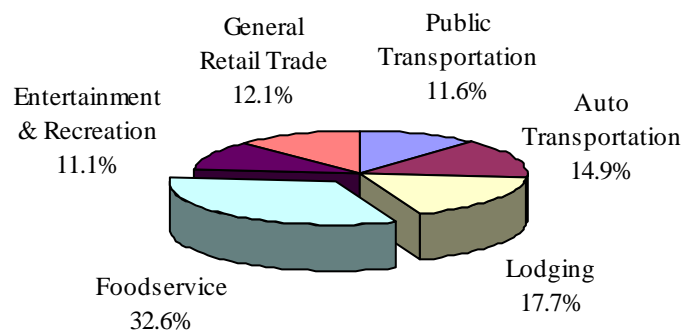
Foodservice was the largest domestic travel expenditure category in 2002, totaling nearly \$3.4 billion, almost one-third (32.6%) of the state total. This sector rose 4.0 percent from 2001, the largest increase among the six categories investigated in this report.

Aided by increased hotel/motel demand, the lodging sector ranked second with more than \$1.8 billion in domestic travel spending in 2002, 17.7 percent of the state total.

Domestic travel spending on public transportation decreased 7.1 percent, largely due to the decline in air traveler volume since the 2001 terrorist attacks.

International travelers' spending in Tennessee was down 18.4 percent from 2001 due to a significant drop in international air travel.

**Direct Domestic Travel Expenditures in Tennessee
by Industry Sector, 2002**



-
1. Foodservice sector includes restaurants, grocery stores and other eating and drinking establishments.
 2. Lodging sector consists of hotels and motels, campgrounds, and ownership or rental of vacation or second homes.
 3. Public transportation sector comprises air, intercity bus, rail, boat or ship, and taxicab or limousine service.
 4. Auto transportation sector includes privately-owned vehicles that are used for trips (e.g., automobiles, trucks, campers or other recreational vehicles), gasoline stations, and automotive rental.
 5. General retail trade sector includes gifts, clothes, souvenirs, and other incidental retail purchases.
 6. Entertainment and recreation sector includes such items as golf, skiing and gaming.
-

Table 3: Direct Travel Expenditures in Tennessee by Industry Sector, 2001-2002**2002 Expenditures**

| | <u>Domestic (\$ millions)</u> | <u>% of Domestic Total</u> |
|----------------------------|-------------------------------|----------------------------|
| Public Transportation | \$1,190.8 | 11.6% |
| Auto Transportation | 1,532.6 | 14.9% |
| Lodging | 1,823.2 | 17.7% |
| Foodservice | 3,355.8 | 32.6% |
| Entertainment & Recreation | 1,146.9 | 11.1% |
| General Retail Trade | 1,248.5 | 12.1% |
| Domestic | \$10,298.0 | 100.0% |
| International | 311.1 | |
| TOTAL* | \$10,609.0 | |

2001 Expenditures

| | | |
|----------------------------|------------|--------|
| Public Transportation | \$1,282.4 | 12.7% |
| Auto Transportation | 1,525.7 | 15.1% |
| Lodging | 1,760.7 | 17.4% |
| Foodservice | 3,227.9 | 31.9% |
| Entertainment & Recreation | 1,112.8 | 11.0% |
| General Retail Trade | 1,216.2 | 12.0% |
| Domestic | \$10,125.8 | 100.0% |
| International | 381.1 | |
| TOTAL* | \$10,506.9 | |

**Percentage Change
2002 over 2001**

| | |
|----------------------------|--------|
| Public Transportation | -7.1% |
| Auto Transportation | 0.5% |
| Lodging | 3.6% |
| Foodservice | 4.0% |
| Entertainment & Recreation | 3.1% |
| General Retail Trade | 2.7% |
| Domestic | 1.7% |
| International | -18.4% |
| TOTAL* | 1.0% |

Sources: TIA, OTTI/ITA

Note: * Total domestic expenditures and percent change from previous year may not match those in county tables due to rounding.

TRAVEL IMPACT ON TENNESSEE – 2002

Travel Expenditure Trends

During 2002, spending by domestic and international travelers in Tennessee was more than \$10.6 billion, 2 percent of total travel expenditures in the U.S.

Domestic travel expenditures in Tennessee showed steady growth from 1996 to 2000. In 2001, although domestic travel spending in Tennessee was virtually unchanged compared with 2000, it performed better than the national average, down 3.9 percent. In 2002, domestic travel expenditures in Tennessee increased 1.7 percent from 2001, while the nation experienced a 1.1 percent decline.

On the other hand, after a sharp increase during 2000, international traveler spending in Tennessee declined 13.8 percent in 2001 and 18.4 in 2002, worse than the national average.

Table 4: Travel Expenditure Trends in Tennessee, 1996-2002

| Year | Domestic Travel Spending | | Market Share (%) | Percent Change From Previous Year | |
|------|--------------------------|--------------------|------------------|-----------------------------------|----------|
| | Tennessee (\$ Billions) | U.S. (\$ Billions) | | Tennessee (%) | U.S. (%) |
| 2002 | \$10.3 | \$473.6 | 2.17% | 1.7% | -1.1% |
| 2001 | \$10.1 | \$479.0 | 2.11% | 0.0% | -3.9% |
| 2000 | \$10.1 | \$498.6 | 2.03% | 5.5% | 6.7% |
| 1999 | \$9.6 | \$467.3 | 2.05% | 5.0% | 6.2% |
| 1998 | \$9.1 | \$440.0 | 2.08% | 3.8% | 4.8% |
| 1997 | \$8.8 | \$419.9 | 2.10% | 5.9% | 5.3% |
| 1996 | \$8.3 | \$398.7 | 2.09% | 5.6% | 7.2% |

| Year | International Travel Spending | | Market Share (%) | Percent Change From Previous Year | |
|------|-------------------------------|--------------------|------------------|-----------------------------------|----------|
| | Tennessee (\$ Millions) | U.S. (\$ Millions) | | Tennessee (%) | U.S. (%) |
| 2002 | \$311 | \$64,000 | 0.49% | -18.4% | -6.2% |
| 2001 | \$381 | \$68,200 | 0.56% | -13.8% | -14.0% |
| 2000 | \$442 | \$79,300 | 0.56% | 30.8% | 10.1% |
| 1999 | \$338 | \$72,000 | 0.47% | -1.2% | 5.0% |
| 1998 | \$342 | \$68,600 | 0.50% | -4.6% | -2.8% |
| 1997 | \$359 | \$70,600 | 0.51% | 8.7% | 5.1% |
| 1996 | \$330 | \$67,200 | 0.49% | 2.3% | 10.2% |

| Year | Total Travel Spending | | Market Share (%) | Percent Change From Previous Year | |
|------|-------------------------|--------------------|------------------|-----------------------------------|----------|
| | Tennessee (\$ Billions) | U.S. (\$ Billions) | | Tennessee (%) | U.S. (%) |
| 2002 | \$10.6 | \$537.6 | 1.97% | 1.0% | -1.8% |
| 2001 | \$10.5 | \$547.2 | 1.92% | -0.6% | -5.3% |
| 2000 | \$10.6 | \$577.9 | 1.83% | 6.4% | 7.1% |
| 1999 | \$9.9 | \$539.3 | 1.84% | 4.8% | 6.0% |
| 1998 | \$9.5 | \$508.6 | 1.86% | 3.5% | 3.7% |
| 1997 | \$9.2 | \$490.5 | 1.87% | 6.0% | 5.3% |
| 1996 | \$8.6 | \$465.9 | 1.86% | 5.5% | 7.6% |

Sources: TIA, OTTI/ITA

TRAVEL IMPACT ON TENNESSEE – 2002

Tennessee Ranking – Domestic Travel Expenditures

- In 2002, Tennessee ranked 14th in domestic travel spending among all 50 states and the District of Columbia.
- Among the ten states comprising the Discover America Travel Region of the South, Tennessee ranked 4th in domestic travel spending in 2002.
- Tennessee's market share of domestic travel expenditures in the South region was 9.1 percent in 2002, a slight increase from 2001.

Table 5: Share of Domestic Travel Expenditures in the South Region by State, 2002

| <u>State</u> | <u>Rank</u> | <u>Domestic Expenditures (\$ Millions)</u> | <u>Percent of South Region Total</u> |
|--------------------|-------------|--|--|
| Florida | 1 | \$40,647.7 | 36.0% |
| Georgia | 2 | 14,123.9 | 12.5% |
| North Carolina | 3 | 12,458.3 | 11.0% |
| Tennessee | 4 | 10,298.0 | 9.1% |
| Louisiana | 5 | 8,820.2 | 7.8% |
| South Carolina | 6 | 6,976.3 | 6.2% |
| Alabama | 7 | 5,294.1 | 4.7% |
| Mississippi | 8 | 5,290.6 | 4.7% |
| Kentucky | 9 | 5,247.6 | 4.6% |
| Arkansas | 10 | 3,885.5 | 3.4% |
| South Region Total | | \$113,042.1 | 100.0% |

Source: TIA

Table 6: Ranking of the Top 20 U.S. States in 2002 by Domestic Travel Expenditures

| State | Expenditures (\$ Millions) | Share of U.S. Total | Rank |
|--------------------|-------------------------------|------------------------|-----------|
| California | \$58,017.2 | 12.3% | 1 |
| Florida | 40,647.7 | 8.6% | 2 |
| Texas | 31,159.4 | 6.6% | 3 |
| New York | 26,856.1 | 5.7% | 4 |
| Illinois | 20,706.4 | 4.4% | 5 |
| Nevada | 18,271.6 | 3.9% | 6 |
| Pennsylvania | 14,694.9 | 3.1% | 7 |
| New Jersey | 14,356.7 | 3.0% | 8 |
| Georgia | 14,123.9 | 3.0% | 9 |
| Virginia | 13,333.2 | 2.8% | 10 |
| North Carolina | 12,458.3 | 2.6% | 11 |
| Ohio | 12,197.7 | 2.6% | 12 |
| Michigan | 11,612.4 | 2.5% | 13 |
| Tennessee | 10,298.0 | 2.2% | 14 |
| Massachusetts | 9,817.4 | 2.1% | 15 |
| Missouri | 9,341.3 | 2.0% | 16 |
| Colorado | 8,895.8 | 1.9% | 17 |
| Louisiana | 8,820.2 | 1.9% | 18 |
| Maryland | 8,692.8 | 1.8% | 19 |
| Arizona | 8,502.3 | 1.8% | 20 |
| Top 20 State Total | \$352,803.3 | 74.5% | |
| U.S. Total | \$473,601.2 | 100.0% | |

Source: TIA

TRAVEL IMPACT ON TENNESSEE – 2002

Travel-Generated Payroll

Travel-generated payroll is the wage and salary income paid to employees directly serving travelers within the industry sectors from which they purchase goods and services. Each dollar spent on travel generates different amounts of payroll income within the various travel industry sectors depending on the labor content and the wage structure of each sector.

Payroll (wages and salaries) paid by Tennessee travel-related firms and directly attributable to travel spending reached nearly \$4.6 billion in 2002, up 2.8 percent from 2001.

In Tennessee, travel-related spending generated nearly \$4.5 billion in payroll income during 2002, a 2.8 percent increase from 2001. This was driven exclusively by domestic travel.

In 2002, the public transportation sector, including air couriers, posted the largest payroll, at nearly \$2.5 billion.

Payroll generated by domestic travel spending in the foodservice industry reached nearly \$816 million, up 4.2 percent from 2001. An increase in day trip travel may have played a role.

**Domestic Travel-Generated Payroll in Tennessee
by Industry Sector, 2002**

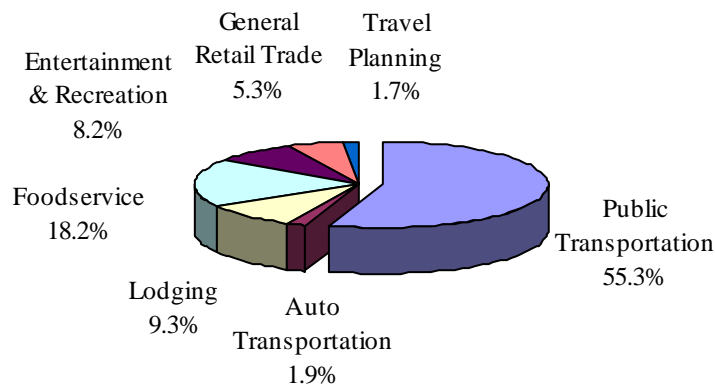


Table 7: Travel-Generated Payroll in Tennessee by Industry Sector, 2001-2002

| 2002 Payroll | Domestic (\$ millions) | % of Domestic Total |
|--|-------------------------------|----------------------------|
| Public Transportation | \$2,474.2 | 55.3% |
| Auto Transportation | 85.5 | 1.9% |
| Lodging | 416.6 | 9.3% |
| Foodservice | 815.9 | 18.2% |
| Entertainment & Recreation | 366.5 | 8.2% |
| General Retail Trade | 237.2 | 5.3% |
| Travel Planning * | 76.1 | 1.7% |
| Domestic | \$4,472.0 | 100.0% |
| International | 89.9 | |
| Total** | \$4,561.9 | |
| 2001 Payroll | | |
| Public Transportation | \$2,398.2 | 55.1% |
| Auto Transportation | 91.5 | 2.1% |
| Lodging | 412.2 | 9.5% |
| Foodservice | 783.3 | 18.0% |
| Entertainment & Recreation | 355.3 | 8.2% |
| General Retail Trade | 229.8 | 5.3% |
| Travel Planning * | 79.5 | 1.8% |
| Domestic | \$4,349.7 | 100.0% |
| International | 110.5 | |
| Total** | \$4,460.2 | |
| Percentage Change, 2002 over 2001 | | |
| Public Transportation | 3.2% | |
| Auto Transportation | -6.5% | |
| Lodging | 1.1% | |
| Foodservice | 4.2% | |
| Entertainment & Recreation | 3.2% | |
| General Retail Trade | 3.2% | |
| Travel Planning * | -4.2% | |
| Domestic | 2.8% | |
| International | -18.6% | |
| Total** | 2.8% | |

Sources: TIA, OTTI/ITA

Notes: * Refers to payroll income that goes to travel agents, tour operators, and other travel service employees who arrange passenger transportation, lodging, tours and other related services. ** Total domestic payroll and percent change from previous year may not match those in county tables due to rounding.

TRAVEL IMPACT ON TENNESSEE – 2002

Travel-Generated Employment

Perhaps the most impressive contribution of travel and tourism to the Tennessee economy is the number of businesses and jobs it supports. Due to the diversity of the travel industry in Tennessee, a wide variety of multi-level jobs are supported. These jobs include a large number of executive and managerial positions, as well as service-oriented occupations.

During 2002, 175.8 thousand travel-related jobs were generated, including full-time and seasonal/part-time positions in the state, down 1.2 percent from 2001.

The 175.8 thousand travel-related jobs comprised 6.6 percent of total non-agricultural employment in Tennessee in 2002. Without these jobs generated by travel, Tennessee's 2002 unemployment rate of 5.1 percent would have been 6 percentage points higher than it was, or 11.1 percent of the labor force.

Domestic travel spending in the foodservice sector generated more jobs than any other industry sector, accounting for 64.2 thousand jobs, and 37.5 percent of the state total. Faster growth in travelers' spending on this category increased this sector's employment 1.6 percent from 2001.

Jobs generated in the public transportation sector decreased 2.1 percent in 2002 due to ongoing airline layoffs.

**Domestic Travel-Generated Employment
in Tennessee by Industry Sector, 2002**

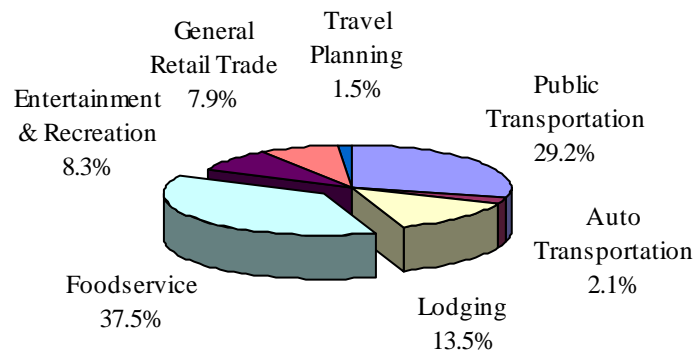


Table 8: Travel-Generated Employment in Tennessee by Industry Sector, 2001-2002

| 2002 Employment | Domestic (Thousands) | % of Domestic Total |
|--|-----------------------------|----------------------------|
| Public Transportation | 50.0 | 29.2% |
| Auto Transportation | 3.5 | 2.1% |
| Lodging | 23.1 | 13.5% |
| Foodservice | 64.2 | 37.5% |
| Entertainment & Recreation | 14.2 | 8.3% |
| General Retail Trade | 13.5 | 7.9% |
| Travel Planning * | 2.5 | 1.5% |
| Domestic | 171.2 | |
| International | 4.6 | |
| Total** | 175.8 | 100.0% |
| 2001 Employment | | |
| Public Transportation | 51.1 | 29.7% |
| Auto Transportation | 3.7 | 2.1% |
| Lodging | 23.9 | 13.9% |
| Foodservice | 63.2 | 36.7% |
| Entertainment & Recreation | 14.1 | 8.2% |
| General Retail Trade | 13.4 | 7.8% |
| Travel Planning * | 2.8 | 1.6% |
| Domestic | 172.2 | |
| International | 5.8 | |
| Total** | 178.0 | 100.0% |
| Percentage Change, 2002 over 2001 | | |
| Public Transportation | -2.1% | |
| Auto Transportation | -4.0% | |
| Lodging | -3.3% | |
| Foodservice | 1.6% | |
| Entertainment & Recreation | 1.0% | |
| General Retail Trade | 0.8% | |
| Travel Planning * | -8.7% | |
| Domestic | -0.6% | |
| International | -20.1% | |
| Total** | -1.2% | |

Sources: TIA, OTTI/ITA

Notes: *Refers to jobs created in travel arrangement firms such as travel agencies, wholesale and retail tour companies, and other travel-related service businesses. ** Total domestic employment and percent change from previous year may not match those in county tables due to rounding.

TRAVEL IMPACT ON TENNESSEE – 2002

Travel-Generated Tax Revenue

Travel tax receipts includes the federal, state, and local tax revenue attributable to travel spending in Tennessee. Travel-related tax revenue is a significant economic benefit, as governments use these funds to support the travel infrastructure and help support a variety of public programs.

Travel-related spending by both domestic and international travelers in Tennessee generated nearly \$2.5 billion for the federal, state and local governments during 2002, up 1.6 percent from 2001.

Domestic travel-related and income tax revenue for the federal government was nearly \$1.6 billion in 2002. This represents 64.3 percent of all domestic travel-related tax collections in the state.

Domestic travel spending in Tennessee also generated nearly \$552 million in tax revenue for the state treasury through state sales and excise taxes, and taxes on personal and corporate income. This comprised 22.9 percent of all domestic travel-generated tax revenue for 2002 collected in the state.

Tennessee localities directly benefited from travel as well. During 2002, domestic travel spending generated almost \$309 million in sales and property tax revenue for local governments, 12.8 percent of total domestic travel-generated tax revenue in the state. Each domestic travel dollar produced 3 cents for local tax coffers.

**Domestic Travel-Generated Tax Revenue in
Tennessee by Level of Government, 2002**

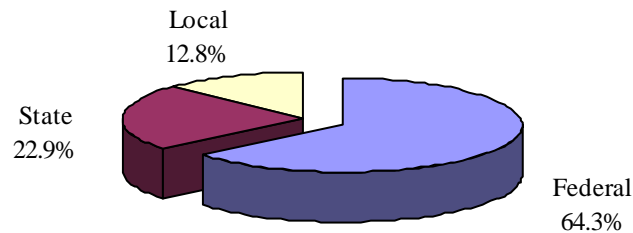


Table 9: Travel-Generated Tax Revenue in Tennessee by Level of Government, 2001-2002

| <i>2002 Tax Revenue</i> | <u>Domestic (\$ millions)</u> | <u>% of Domestic Total</u> |
|---|-------------------------------|----------------------------|
| Federal | \$1,551.1 | 64.3% |
| State | 552.2 | 22.9% |
| Local | 308.9 | 12.8% |
| Domestic | \$2,412.2 | 100.0% |
| International | 68.7 | |
| TOTAL | \$2,480.9 | |
| <i>2001 Tax Revenue</i> | | |
| Federal | \$1,519.5 | 64.4% |
| State | 538.8 | 22.8% |
| Local | 299.8 | 12.7% |
| Domestic | \$2,358.2 | 100.0% |
| International | 84.3 | |
| TOTAL | \$2,442.5 | |
| <i>Percentage Change, 2002 over 2001</i> | | |
| Federal | 2.1% | |
| State | 2.5% | |
| Local | 3.0% | |
| Domestic | 2.3% | |
| International | -18.5% | |
| TOTAL | 1.6% | |

Sources: TIA, OTTI/ITA

MULTIPLIER IMPACT OF TRAVEL SPENDING IN TENNESSEE

Travelers in Tennessee produce “secondary” impacts over and above that of their original expenditures previously detailed. These secondary outputs (sales) and earnings (wage and salary income) arise from “indirect” and “induced” spending.

Indirect impact occurs as travel industry business operators, such as restaurants, purchase goods, such as food and beverages, and services, such as electricity and building maintenance, from local suppliers. These purchases generate additional output or sales indirectly.

Induced impact occurs as a result of the employees of businesses, and their suppliers, spending part of their earnings in the area. This spending itself generates sales additional to the indirect impact.

The sum of the indirect and induced effects comprises the total secondary impact of traveler expenditures in the area. The ratio of the sum of primary output generated (travel spending) plus secondary output to initial expenditures alone is commonly termed the sales or output “multiplier”.

During the secondary impact process, wage and salary income (earnings) are generated in addition to that produced by the initial travel expenditures as the suppliers employ labor to produce the additional output. The “earnings multiplier” is the ratio of the total primary and secondary earnings generated by the initial travel spending to that spending. Just as additional earnings are created, employment is also generated during the secondary impact process. The “employment multiplier” represents the number of jobs provided, directly and indirectly, for each one million dollars of output or expenditures generated.

Table 10 summarizes the direct, indirect and induced, and total impacts of travel spending on the Tennessee economy during 2001 and 2002.

In 2002, the \$10.6 billion spent directly by domestic and international travelers in Tennessee generated total output value of \$16.7 billion, up 1 percent from 2001. The ratio of total output to the initial spending is 1.57, the output multiplier. This indicates that the average travel dollar generated an additional 57 cents in secondary sales for a total impact of \$1.57.

In 2002, nearly \$4.6 billion was paid to 175.8 thousand employees in travel-related industries. In addition, domestic and international travelers’ spending in Tennessee generated almost \$3 billion in payroll income and 199.5 thousand jobs through secondary impacts (indirect and induced impact) during 2002.

Table 10: Multiplier Impact of Travel Spending in Tennessee, 2001-2002

2002 Multiplier Impact

| <u>Impact Measure</u> | <u>Direct Impact</u> | <u>Indirect & Induced Impact</u> | <u>Total Impact</u> |
|----------------------------|----------------------|--|---------------------|
| Expenditures (\$ millions) | \$10,609.1 | \$6,065.1 | \$16,674.2 |
| Earnings (\$ millions) | \$4,561.9 | \$2,968.4 | \$7,530.3 |
| Employment (thousands) | 175.8 | 199.5 | 375.3 |

2001 Multiplier Impact

| | | | |
|----------------------------|------------|-----------|------------|
| Expenditures (\$ millions) | \$10,506.9 | \$6,002.7 | \$16,509.6 |
| Earnings (\$ millions) | \$4,460.2 | \$2,944.3 | \$7,404.5 |
| Employment (thousands) | 178.0 | 196.6 | 374.5 |

***Percent Change
2002 over 2001***

| | | | |
|--------------|-------|------|------|
| Expenditures | 1.0% | 1.0% | 1.0% |
| Earnings | 2.3% | 0.8% | 1.7% |
| Employment | -1.2% | 1.5% | 0.2% |

Sources: U.S. Department of Commerce, Bureau of Economic Analysis, RIMS II; TIA

2002 DOMESTIC TRAVEL IMPACT ON TENNESSEE COUNTIES

During 2002, domestic travelers spent almost \$10.3 billion while traveling in Tennessee, up 1.7 percent from 2001. These expenditures directly generated nearly \$4.5 billion in wages and salaries and 171.2 thousand jobs for Tennessee residents.

Travel-related expenditures occurred throughout all ninety-five counties in Tennessee. The top five counties in Tennessee received nearly \$7.6 billion in direct domestic travel expenditures, 73.3 percent of the state total. Domestic travel spending in the top five counties generated nearly \$3.9 billion in payroll (87.1 percent of the state total) and 140.5 thousand jobs (82.1 percent of the state total) in 2002.

Additionally, domestic expenditures in the top five counties generated \$382.8 million in tax revenue for the state treasury and \$201.8 million tax revenue for local governments during 2002.

Domestic Travel Impact in Top 5 Counties

Davidson County, which includes the city of Nashville, led all counties in 2002. Domestic travel expenditures in Davidson registered over \$3.0 billion, accounting for 29.2 percent of the state total. Nearly \$1.5 billion in payroll income and 56.8 thousand jobs were created in this county.

Shelby County ranked second with more than \$2.3 billion in domestic travel spending in 2002, representing 22.6 percent of the state total. The county's payroll income, in excess of \$1.7 billion, was paid to 50.4 thousand workers.

Sevier County posted more than \$1.1 billion in domestic expenditures to rank third. These expenditures generated \$306 million in payroll as well as 17.6 thousand jobs within the county.

Knox County received more than \$569 million from U.S. travelers, 5.5 percent of the state total. This county benefited from more than \$217 million in wages and salaries and 8.6 thousand jobs.

Hamilton County ranked fifth with nearly \$534 million in domestic travel expenditures, nearly \$138 million in payroll income and 7.1 thousand jobs within the county during 2002.

Table 11: Domestic Travel Impact in Tennessee - Top 5 Counties, 2001-2002

2002 Impact

| County | Expenditures (\$ Millions) | Payroll (\$ Millions) | Employment (Thousands) | State Tax Receipts (\$ Millions) | Local Tax Receipts (\$ Millions) |
|-------------------------|-------------------------------|--------------------------|---------------------------|--|--|
| DAVIDSON | \$3,008.06 | \$1,499.22 | 56.80 | \$151.48 | \$77.52 |
| SHELBY | 2,327.80 | 1,732.82 | 50.36 | 105.21 | 65.84 |
| SEVIER | 1,114.46 | 306.17 | 17.63 | 62.88 | 32.78 |
| KNOX | 569.25 | 217.31 | 8.63 | 31.45 | 13.78 |
| HAMILTON | 533.73 | 137.78 | 7.06 | 31.82 | 11.87 |
| Top Five | \$7,553.3 | \$3,893.3 | 140.5 | \$382.8 | \$201.8 |
| STATE TOTALS | \$10,298.0 | \$4,472.0 | 171.2 | \$552.2 | \$308.9 |
| Share of Top 5 Counties | 73.3% | 87.1% | 82.1% | 69.3% | 65.3% |

2001 Impact

| | | | | | |
|-------------------------|------------------|------------------|----------------|----------------|----------------|
| DAVIDSON | \$2,978.15 | \$1,459.51 | 57.44 | \$149.00 | \$75.85 |
| SHELBY | 2,302.13 | 1,685.07 | 50.87 | 103.38 | 64.36 |
| SEVIER | 1,082.83 | 298.02 | 17.49 | 60.64 | 31.48 |
| KNOX | 563.88 | 211.66 | 8.73 | 30.95 | 13.49 |
| HAMILTON | 543.30 | 137.91 | 7.34 | 32.18 | 11.95 |
| Top Five | \$7,470.3 | \$3,792.2 | \$141.9 | \$376.1 | \$197.1 |
| STATE TOTALS | \$10,125.8 | \$4,349.7 | \$172.2 | \$538.8 | \$299.8 |
| Share of Top 5 Counties | 73.8% | 87.2% | 82.4% | 69.8% | 65.7% |

***Percent Change
2002 Over 2001***

| | | | | | |
|-----------------|-------------|-------------|--------------|-------------|-------------|
| DAVIDSON | 1.0% | 2.7% | -1.1% | 1.7% | 2.2% |
| SHELBY | 1.1% | 2.8% | -1.0% | 1.8% | 2.3% |
| SEVIER | 2.9% | 2.7% | 0.8% | 3.7% | 4.1% |
| KNOX | 1.0% | 2.7% | -1.2% | 1.6% | 2.1% |
| HAMILTON | -1.8% | -0.1% | -3.8% | -1.1% | -0.6% |
| Top Five | 1.1% | 2.7% | -1.0% | 1.8% | 2.4% |
| STATE TOTALS | 1.7% | 2.8% | -0.6% | 2.5% | 3.0% |

Source: TIA

COUNTY TABLES

The following tables list the results of the County Economic Impact Component of the TIA's Travel Economic Impact Model for Tennessee in 2002 and revised estimates for 2001. The estimates presented are for direct domestic travel expenditures and related economic impact.

Table A shows the counties listed alphabetically, with 2002 travel expenditures, travel-generated payroll and employment, and state tax revenue and the local tax revenue for each.

Table B ranks the counties in order of 2002 travel expenditures from highest to lowest.

Table C indicates the percent of the state totals accounted for by each county in 2002.

Table D shows the percent change in 2002 over 2001 revised estimates for each of the measures of economic impact.

Table E shows the counties, listed alphabetically, with revised 2001 travel expenditures, travel-generated payroll and employment, and state tax revenue and local tax revenue shown for each.

Table F shows the counties grouped by region with each measure of travel impact in 2002.

Table G indicates the counties grouped by region with 2002 and 2001 revised travel expenditures, shown with the percent change in 2002 over 2001 revised.

Table H shows the percent change in 2002 over 2001 revised estimates, with the counties grouped by region.

Table I indicates the counties grouped by region, with 2001 revised estimates for each measure of travel impact.

Table J shows each measure of travel impact for each region in 2002.

Table K shows each measure of travel impact with revised 2001 estimates by each region.

Table L indicates the percent change in each measure of travel impact in 2002 over revised 2001 for each Tennessee region.

Table A: Alphabetical by County

| 2002 Impact of Travel on Tennessee | | | | | |
|---|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table A: Alphabetical by County | | | | | |
| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| ANDERSON | \$69.58 | \$13.59 | 0.82 | \$4.43 | \$1.51 |
| BEDFORD | 19.78 | 3.99 | 0.21 | 1.21 | 0.78 |
| BENTON | 16.28 | 3.05 | 0.15 | 1.04 | 1.75 |
| BLEDSON | 2.68 | 0.45 | 0.02 | 0.16 | 0.43 |
| BLOUNT | 186.12 | 57.50 | 2.55 | 10.79 | 6.45 |
| BRADLEY | 82.17 | 15.73 | 0.97 | 5.23 | 1.76 |
| CAMPBELL | 37.13 | 7.60 | 0.45 | 2.22 | 1.94 |
| CANNON | 2.78 | 0.32 | 0.01 | 0.18 | 0.20 |
| CARROLL | 12.03 | 1.93 | 0.11 | 0.75 | 0.46 |
| CARTER | 21.19 | 3.39 | 0.16 | 1.37 | 1.34 |
| CHEATHAM | 12.60 | 2.56 | 0.13 | 0.75 | 0.43 |
| CHESTER | 5.61 | 0.67 | 0.03 | 0.39 | 0.18 |
| CLAIBORNE | 11.60 | 2.28 | 0.13 | 0.69 | 0.88 |
| CLAY | 5.29 | 1.35 | 0.05 | 0.30 | 0.47 |
| COCKE | 29.36 | 6.45 | 0.42 | 1.77 | 1.32 |
| COFFEE | 46.03 | 9.44 | 0.56 | 2.83 | 1.22 |
| CROCKETT | 5.56 | 1.03 | 0.06 | 0.33 | 0.25 |
| CUMBERLAND | 73.20 | 18.22 | 0.98 | 4.34 | 3.10 |
| DAVIDSON | 3,008.06 | 1,499.22 | 56.80 | 151.48 | 77.52 |
| DECATUR | 7.81 | 1.21 | 0.04 | 0.49 | 1.40 |
| DEKALB | 24.49 | 5.58 | 0.25 | 1.44 | 3.25 |
| DICKSON | 36.25 | 7.33 | 0.47 | 2.24 | 0.90 |
| DYER | 27.07 | 5.29 | 0.32 | 1.73 | 0.64 |
| FAYETTE | 4.83 | 0.70 | 0.03 | 0.30 | 0.27 |
| FENTRESS | 9.08 | 1.65 | 0.09 | 0.55 | 0.62 |
| FRANKLIN | 13.67 | 2.38 | 0.12 | 0.88 | 0.65 |
| GIBSON | 22.75 | 3.14 | 0.17 | 1.54 | 0.69 |

Table A: Alphabetical by County

2002 Impact of Travel on Tennessee**Table A: Alphabetical by County (Continued)**

| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|---------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| GILES | 15.20 | 2.56 | 0.14 | 0.98 | 0.66 |
| GRAINGER | 11.34 | 2.05 | 0.09 | 0.67 | 2.21 |
| GREENE | 52.23 | 9.87 | 0.53 | 3.30 | 1.41 |
| GRUNDY | 5.62 | 0.78 | 0.02 | 0.36 | 1.01 |
| HAMBLEN | 55.37 | 9.97 | 0.56 | 3.62 | 1.23 |
| HAMILTON | 533.73 | 137.78 | 7.06 | 31.82 | 11.87 |
| HANCOCK | 0.88 | 0.12 | 0.01 | 0.05 | 0.19 |
| HARDEMAN | 16.31 | 2.69 | 0.14 | 1.03 | 0.94 |
| HARDIN | 24.69 | 4.74 | 0.20 | 1.55 | 2.13 |
| HAWKINS | 22.67 | 4.03 | 0.21 | 1.36 | 1.26 |
| HAYWOOD | 10.23 | 1.69 | 0.09 | 0.66 | 0.46 |
| HENDERSON | 15.19 | 2.51 | 0.14 | 0.98 | 0.49 |
| HENRY | 37.43 | 7.28 | 0.31 | 2.25 | 4.83 |
| HICKMAN | 5.34 | 0.91 | 0.04 | 0.32 | 0.52 |
| HOUSTON | 4.13 | 0.75 | 0.04 | 0.24 | 0.45 |
| HUMPHREYS | 22.51 | 4.89 | 0.26 | 1.24 | 1.50 |
| JACKSON | 1.72 | 0.28 | 0.01 | 0.11 | 0.21 |
| JEFFERSON | 33.16 | 6.82 | 0.35 | 2.06 | 2.45 |
| JOHNSON | 7.29 | 1.46 | 0.07 | 0.43 | 0.57 |
| KNOX | 569.25 | 217.31 | 8.63 | 31.45 | 13.78 |
| LAKE | 8.42 | 2.05 | 0.13 | 0.49 | 0.64 |
| LAUDERDALE | 11.84 | 1.81 | 0.09 | 0.72 | 0.96 |
| LAWRENCE | 25.35 | 4.36 | 0.22 | 1.65 | 0.70 |
| LEWIS | 4.15 | 0.76 | 0.05 | 0.25 | 0.20 |
| LINCOLN | 14.00 | 2.30 | 0.13 | 0.92 | 0.45 |
| LOUDON | 27.08 | 5.17 | 0.30 | 1.71 | 0.69 |
| MCMINN | 25.62 | 4.39 | 0.26 | 1.61 | 0.64 |

Table A: Alphabetical by County

| 2002 Impact of Travel on Tennessee | | | | | |
|--|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table A: Alphabetical by County (Continued) | | | | | |
| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| MCNAIRY | 7.04 | 1.16 | 0.05 | 0.43 | 0.40 |
| MACON | 4.55 | 0.79 | 0.05 | 0.28 | 0.24 |
| MADISON | 121.51 | 26.69 | 1.62 | 7.45 | 2.64 |
| MARION | 20.70 | 3.98 | 0.24 | 1.27 | 0.76 |
| MARSHALL | 16.68 | 3.29 | 0.17 | 1.07 | 0.45 |
| MAURY | 68.14 | 11.25 | 0.64 | 4.31 | 1.44 |
| MEIGS | 5.70 | 1.15 | 0.04 | 0.33 | 0.75 |
| MONROE | 27.06 | 5.44 | 0.29 | 1.63 | 1.85 |
| MONTGOMERY | 104.67 | 20.39 | 1.18 | 6.81 | 2.02 |
| MOORE | 1.05 | 0.18 | 0.01 | 0.06 | 0.06 |
| MORGAN | 3.19 | 0.40 | 0.01 | 0.20 | 0.41 |
| OBION | 32.71 | 6.38 | 0.35 | 2.03 | 1.00 |
| OVERTON | 5.42 | 0.89 | 0.04 | 0.35 | 0.34 |
| PERRY | 4.74 | 0.77 | 0.02 | 0.26 | 1.25 |
| PICKETT | 5.43 | 1.35 | 0.06 | 0.32 | 0.80 |
| POLK | 16.49 | 4.52 | 0.20 | 0.96 | 1.54 |
| PUTNAM | 67.97 | 12.66 | 0.77 | 4.24 | 1.40 |
| RHEA | 22.35 | 4.55 | 0.24 | 1.36 | 1.51 |
| ROANE | 39.57 | 7.23 | 0.41 | 2.47 | 2.08 |
| ROBERTSON | 22.85 | 3.77 | 0.20 | 1.54 | 0.62 |
| RUTHERFORD | 151.33 | 28.88 | 1.72 | 9.58 | 3.27 |
| SCOTT | 8.15 | 1.44 | 0.09 | 0.47 | 0.49 |
| SEQUATCHIE | 4.61 | 0.79 | 0.03 | 0.28 | 0.34 |
| SEVIER | 1,114.46 | 306.17 | 17.63 | 62.88 | 32.78 |
| SHELBY | 2,327.80 | 1,732.82 | 50.36 | 105.21 | 65.84 |
| SMITH | 7.18 | 1.08 | 0.05 | 0.46 | 0.32 |
| STEWART | 5.19 | 0.80 | 0.03 | 0.32 | 0.78 |

Table A: Alphabetical by County

2002 Impact of Travel on Tennessee**Table A: Alphabetical by County (Continued)**

| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|---------------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| SULLIVAN | 201.01 | 64.50 | 2.73 | 11.61 | 5.56 |
| SUMNER | 65.88 | 12.67 | 0.73 | 4.19 | 1.52 |
| TIPTON | 17.23 | 2.72 | 0.14 | 1.13 | 0.56 |
| TROUSDALE | 2.45 | 0.32 | 0.02 | 0.15 | 0.08 |
| UNICOI | 6.15 | 1.53 | 0.08 | 0.36 | 0.51 |
| UNION | 4.83 | 0.90 | 0.03 | 0.29 | 0.73 |
| VAN BUREN | 6.84 | 1.79 | 0.07 | 0.39 | 0.73 |
| WARREN | 19.12 | 3.45 | 0.18 | 1.19 | 0.77 |
| WASHINGTON | 137.12 | 28.01 | 1.61 | 8.46 | 3.22 |
| WAYNE | 7.83 | 1.57 | 0.08 | 0.47 | 0.50 |
| WEAKLEY | 12.27 | 2.03 | 0.11 | 0.77 | 0.42 |
| WHITE | 11.77 | 1.50 | 0.07 | 0.79 | 0.56 |
| WILLIAMSON | 165.74 | 32.31 | 1.87 | 10.24 | 3.43 |
| WILSON | 69.44 | 14.47 | 0.79 | 4.31 | 2.08 |
| STATE TOTALS | \$10,297.98 | \$4,471.96 | 171.19 | \$552.25 | \$308.86 |

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Table B: Ranking of Counties by Expenditure Levels

| 2002 Impact of Travel on Tennessee | | | | | |
|---|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table B: Ranking of Counties by Expenditure Levels | | | | | |
| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| DAVIDSON | \$3,008.06 | \$1,499.22 | 56.80 | \$151.48 | \$77.52 |
| SHELBY | 2,327.80 | 1,732.82 | 50.36 | 105.21 | 65.84 |
| SEVIER | 1,114.46 | 306.17 | 17.63 | 62.88 | 32.78 |
| KNOX | 569.25 | 217.31 | 8.63 | 31.45 | 13.78 |
| HAMILTON | 533.73 | 137.78 | 7.06 | 31.82 | 11.87 |
| SULLIVAN | 201.01 | 64.50 | 2.73 | 11.61 | 5.56 |
| BLOUNT | 186.12 | 57.50 | 2.55 | 10.79 | 6.45 |
| WILLIAMSON | 165.74 | 32.31 | 1.87 | 10.24 | 3.43 |
| RUTHERFORD | 151.33 | 28.88 | 1.72 | 9.58 | 3.27 |
| WASHINGTON | 137.12 | 28.01 | 1.61 | 8.46 | 3.22 |
| MADISON | 121.51 | 26.69 | 1.62 | 7.45 | 2.64 |
| MONTGOMERY | 104.67 | 20.39 | 1.18 | 6.81 | 2.02 |
| BRADLEY | 82.17 | 15.73 | 0.97 | 5.23 | 1.76 |
| CUMBERLAND | 73.20 | 18.22 | 0.98 | 4.34 | 3.10 |
| ANDERSON | 69.58 | \$13.59 | 0.82 | \$4.43 | 1.51 |
| WILSON | 69.44 | 14.47 | 0.79 | 4.31 | 2.08 |
| MAURY | 68.14 | 11.25 | 0.64 | 4.31 | 1.44 |
| PUTNAM | 67.97 | 12.66 | 0.77 | 4.24 | 1.40 |
| SUMNER | 65.88 | 12.67 | 0.73 | 4.19 | 1.52 |
| HAMBLEN | 55.37 | 9.97 | 0.56 | 3.62 | 1.23 |
| GREENE | 52.23 | 9.87 | 0.53 | 3.30 | 1.41 |
| COFFEE | 46.03 | 9.44 | 0.56 | 2.83 | 1.22 |
| ROANE | 39.57 | 7.23 | 0.41 | 2.47 | 2.08 |
| HENRY | 37.43 | 7.28 | 0.31 | 2.25 | 4.83 |
| CAMPBELL | 37.13 | 7.60 | 0.45 | 2.22 | 1.94 |
| DICKSON | 36.25 | 7.33 | 0.47 | 2.24 | 0.90 |
| JEFFERSON | 33.16 | 6.82 | 0.35 | 2.06 | 2.45 |

Table B: Ranking of Counties by Expenditure Levels

2002 Impact of Travel on Tennessee**Table B: Ranking of Counties by Expenditure Levels (Continued)**

| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|---------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| OBION | 32.71 | 6.38 | 0.35 | 2.03 | 1.00 |
| COCKE | 29.36 | 6.45 | 0.42 | 1.77 | 1.32 |
| LOUDON | 27.08 | 5.17 | 0.30 | 1.71 | 0.69 |
| DYER | 27.07 | 5.29 | 0.32 | 1.73 | 0.64 |
| MONROE | 27.06 | 5.44 | 0.29 | 1.63 | 1.85 |
| MCMINN | 25.62 | 4.39 | 0.26 | 1.61 | 0.64 |
| LAWRENCE | 25.35 | 4.36 | 0.22 | 1.65 | 0.70 |
| HARDIN | 24.69 | 4.74 | 0.20 | 1.55 | 2.13 |
| DEKALB | 24.49 | 5.58 | 0.25 | 1.44 | 3.25 |
| ROBERTSON | 22.85 | 3.77 | 0.20 | 1.54 | 0.62 |
| GIBSON | 22.75 | 3.14 | 0.17 | 1.54 | 0.69 |
| HAWKINS | 22.67 | 4.03 | 0.21 | 1.36 | 1.26 |
| HUMPHREYS | 22.51 | 4.89 | 0.26 | 1.24 | 1.50 |
| RHEA | 22.35 | 4.55 | 0.24 | 1.36 | 1.51 |
| CARTER | 21.19 | 3.39 | 0.16 | 1.37 | 1.34 |
| MARION | 20.70 | 3.98 | 0.24 | 1.27 | 0.76 |
| BEDFORD | 19.78 | 3.99 | 0.21 | 1.21 | 0.78 |
| WARREN | 19.12 | 3.45 | 0.18 | 1.19 | 0.77 |
| TIPTON | 17.23 | 2.72 | 0.14 | 1.13 | 0.56 |
| MARSHALL | 16.68 | 3.29 | 0.17 | 1.07 | 0.45 |
| POLK | 16.49 | 4.52 | 0.20 | 0.96 | 1.54 |
| HARDEMAN | 16.31 | 2.69 | 0.14 | 1.03 | 0.94 |
| BENTON | 16.28 | 3.05 | 0.15 | 1.04 | 1.75 |
| GILES | 15.20 | 2.56 | 0.14 | 0.98 | 0.66 |
| HENDERSON | 15.19 | 2.51 | 0.14 | 0.98 | 0.49 |
| LINCOLN | 14.00 | 2.30 | 0.13 | 0.92 | 0.45 |
| FRANKLIN | 13.67 | 2.38 | 0.12 | 0.88 | 0.65 |

Table B: Ranking of Counties by Expenditure Levels

2002 Impact of Travel on Tennessee**Table B: Ranking of Counties by Expenditure Levels (Continued)**

| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|---------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| CHEATHAM | 12.60 | 2.56 | 0.13 | 0.75 | 0.43 |
| WEAKLEY | 12.27 | 2.03 | 0.11 | 0.77 | 0.42 |
| CARROLL | 12.03 | 1.93 | 0.11 | 0.75 | 0.46 |
| LAUDERDALE | 11.84 | 1.81 | 0.09 | 0.72 | 0.96 |
| WHITE | 11.77 | 1.50 | 0.07 | 0.79 | 0.56 |
| CLAIBORNE | 11.60 | 2.28 | 0.13 | 0.69 | 0.88 |
| GRAINGER | 11.34 | 2.05 | 0.09 | 0.67 | 2.21 |
| HAYWOOD | 10.23 | 1.69 | 0.09 | 0.66 | 0.46 |
| FENTRESS | 9.08 | 1.65 | 0.09 | 0.55 | 0.62 |
| LAKE | 8.42 | 2.05 | 0.13 | 0.49 | 0.64 |
| SCOTT | 8.15 | 1.44 | 0.09 | 0.47 | 0.49 |
| WAYNE | 7.83 | 1.57 | 0.08 | 0.47 | 0.50 |
| DECATUR | 7.81 | 1.21 | 0.04 | 0.49 | 1.40 |
| JOHNSON | 7.29 | 1.46 | 0.07 | 0.43 | 0.57 |
| SMITH | 7.18 | 1.08 | 0.05 | 0.46 | 0.32 |
| MCNAIRY | 7.04 | 1.16 | 0.05 | 0.43 | 0.40 |
| VAN BUREN | 6.84 | 1.79 | 0.07 | 0.39 | 0.73 |
| UNICOI | 6.15 | 1.53 | 0.08 | 0.36 | 0.51 |
| MEIGS | 5.70 | 1.15 | 0.04 | 0.33 | 0.75 |
| GRUNDY | 5.62 | 0.78 | 0.02 | 0.36 | 1.01 |
| CHESTER | 5.61 | 0.67 | 0.03 | 0.39 | 0.18 |
| CROCKETT | 5.56 | 1.03 | 0.06 | 0.33 | 0.25 |
| PICKETT | 5.43 | 1.35 | 0.06 | 0.32 | 0.80 |
| OVERTON | 5.42 | 0.89 | 0.04 | 0.35 | 0.34 |
| HICKMAN | 5.34 | 0.91 | 0.04 | 0.32 | 0.52 |
| CLAY | 5.29 | 1.35 | 0.05 | 0.30 | 0.47 |
| STEWART | 5.19 | 0.80 | 0.03 | 0.32 | 0.78 |

Table B: Ranking of Counties by Expenditure Levels

2002 Impact of Travel on Tennessee**Table B: Ranking of Counties by Expenditure Levels (Continued)**

| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|---------------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| UNION | 4.83 | 0.90 | 0.03 | 0.29 | 0.73 |
| FAYETTE | 4.83 | 0.70 | 0.03 | 0.30 | 0.27 |
| PERRY | 4.74 | 0.77 | 0.02 | 0.26 | 1.25 |
| SEQUATCHIE | 4.61 | 0.79 | 0.03 | 0.28 | 0.34 |
| MACON | 4.55 | 0.79 | 0.05 | 0.28 | 0.24 |
| LEWIS | 4.15 | 0.76 | 0.05 | 0.25 | 0.20 |
| HOUSTON | 4.13 | 0.75 | 0.04 | 0.24 | 0.45 |
| MORGAN | 3.19 | 0.40 | 0.01 | 0.20 | 0.41 |
| CANNON | 2.78 | 0.32 | 0.01 | 0.18 | 0.20 |
| BLEDSON | 2.68 | 0.45 | 0.02 | 0.16 | 0.43 |
| TROUSDALE | 2.45 | 0.32 | 0.02 | 0.15 | 0.08 |
| JACKSON | 1.72 | 0.28 | 0.01 | 0.11 | 0.21 |
| MOORE | 1.05 | 0.18 | 0.01 | 0.06 | 0.06 |
| HANCOCK | 0.88 | 0.12 | 0.01 | 0.05 | 0.19 |
| STATE TOTALS | \$10,297.98 | \$4,471.96 | 171.19 | \$552.25 | \$308.86 |

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Table C: Percent Distribution by County

2002 Impact of Travel on Tennessee**Table C: Percent Distribution by County**

| <u>County</u> | <u>Expenditures</u> | <u>Payroll</u> | <u>Employment</u> | <u>State Tax Receipts</u> | <u>Local Tax Receipts</u> |
|---------------|---------------------|----------------|-------------------|---------------------------|---------------------------|
| ANDERSON | 0.68% | 0.30% | 0.48% | 0.80% | 0.49% |
| BEDFORD | 0.19% | 0.09% | 0.12% | 0.22% | 0.25% |
| BENTON | 0.16% | 0.07% | 0.09% | 0.19% | 0.57% |
| BLEDSON | 0.03% | 0.01% | 0.01% | 0.03% | 0.14% |
| BLOUNT | 1.81% | 1.29% | 1.49% | 1.95% | 2.09% |
| BRADLEY | 0.80% | 0.35% | 0.56% | 0.95% | 0.57% |
| CAMPBELL | 0.36% | 0.17% | 0.26% | 0.40% | 0.63% |
| CANNON | 0.03% | 0.01% | 0.01% | 0.03% | 0.06% |
| CARROLL | 0.12% | 0.04% | 0.06% | 0.14% | 0.15% |
| CARTER | 0.21% | 0.08% | 0.09% | 0.25% | 0.43% |
| CHEATHAM | 0.12% | 0.06% | 0.07% | 0.14% | 0.14% |
| CHESTER | 0.05% | 0.01% | 0.02% | 0.07% | 0.06% |
| CLAIBORNE | 0.11% | 0.05% | 0.07% | 0.13% | 0.28% |
| CLAY | 0.05% | 0.03% | 0.03% | 0.06% | 0.15% |
| COCKE | 0.29% | 0.14% | 0.25% | 0.32% | 0.43% |
| COFFEE | 0.45% | 0.21% | 0.32% | 0.51% | 0.40% |
| CROCKETT | 0.05% | 0.02% | 0.04% | 0.06% | 0.08% |
| CUMBERLAND | 0.71% | 0.41% | 0.57% | 0.79% | 1.00% |
| DAVIDSON | 29.21% | 33.52% | 33.18% | 27.43% | 25.10% |
| DECATUR | 0.08% | 0.03% | 0.02% | 0.09% | 0.45% |
| DEKALB | 0.24% | 0.12% | 0.14% | 0.26% | 1.05% |
| DICKSON | 0.35% | 0.16% | 0.27% | 0.41% | 0.29% |
| DYER | 0.26% | 0.12% | 0.19% | 0.31% | 0.21% |
| FAYETTE | 0.05% | 0.02% | 0.02% | 0.05% | 0.09% |
| FENTRESS | 0.09% | 0.04% | 0.05% | 0.10% | 0.20% |
| FRANKLIN | 0.13% | 0.05% | 0.07% | 0.16% | 0.21% |
| GIBSON | 0.22% | 0.07% | 0.10% | 0.28% | 0.22% |

Table C: Percent Distribution by County

2002 Impact of Travel on Tennessee**Table C: Percent Distribution by County (Continued)**

| <u>County</u> | <u>Expenditures</u> | <u>Payroll</u> | <u>Employment</u> | <u>State Tax Receipts</u> | <u>Local Tax Receipts</u> |
|---------------|---------------------|----------------|-------------------|---------------------------|---------------------------|
| GILES | 0.15% | 0.06% | 0.08% | 0.18% | 0.21% |
| GRAINGER | 0.11% | 0.05% | 0.05% | 0.12% | 0.72% |
| GREENE | 0.51% | 0.22% | 0.31% | 0.60% | 0.46% |
| GRUNDY | 0.05% | 0.02% | 0.01% | 0.07% | 0.33% |
| HAMBLEN | 0.54% | 0.22% | 0.33% | 0.66% | 0.40% |
| HAMILTON | 5.18% | 3.08% | 4.12% | 5.76% | 3.84% |
| HANCOCK | 0.01% | 0.00% | 0.01% | 0.01% | 0.06% |
| HARDEMAN | 0.16% | 0.06% | 0.08% | 0.19% | 0.30% |
| HARDIN | 0.24% | 0.11% | 0.12% | 0.28% | 0.69% |
| HAWKINS | 0.22% | 0.09% | 0.12% | 0.25% | 0.41% |
| HAYWOOD | 0.10% | 0.04% | 0.05% | 0.12% | 0.15% |
| HENDERSON | 0.15% | 0.06% | 0.08% | 0.18% | 0.16% |
| HENRY | 0.36% | 0.16% | 0.18% | 0.41% | 1.56% |
| HICKMAN | 0.05% | 0.02% | 0.03% | 0.06% | 0.17% |
| HOUSTON | 0.04% | 0.02% | 0.02% | 0.04% | 0.15% |
| HUMPHREYS | 0.22% | 0.11% | 0.15% | 0.23% | 0.48% |
| JACKSON | 0.02% | 0.01% | 0.01% | 0.02% | 0.07% |
| JEFFERSON | 0.32% | 0.15% | 0.20% | 0.37% | 0.79% |
| JOHNSON | 0.07% | 0.03% | 0.04% | 0.08% | 0.18% |
| KNOX | 5.53% | 4.86% | 5.04% | 5.69% | 4.46% |
| LAKE | 0.08% | 0.05% | 0.07% | 0.09% | 0.21% |
| LAUDERDALE | 0.11% | 0.04% | 0.05% | 0.13% | 0.31% |
| LAWRENCE | 0.25% | 0.10% | 0.13% | 0.30% | 0.23% |
| LEWIS | 0.04% | 0.02% | 0.03% | 0.05% | 0.07% |
| LINCOLN | 0.14% | 0.05% | 0.07% | 0.17% | 0.15% |
| LOUDON | 0.26% | 0.12% | 0.18% | 0.31% | 0.22% |
| MCMINN | 0.25% | 0.10% | 0.15% | 0.29% | 0.21% |

Table C: Percent Distribution by County

2002 Impact of Travel on Tennessee**Table C: Percent Distribution by County (Continued)**

| <u>County</u> | <u>Expenditures</u> | <u>Payroll</u> | <u>Employment</u> | <u>State Tax Receipts</u> | <u>Local Tax Receipts</u> |
|---------------|---------------------|----------------|-------------------|---------------------------|---------------------------|
| MCNAIRY | 0.07% | 0.03% | 0.03% | 0.08% | 0.13% |
| MACON | 0.04% | 0.02% | 0.03% | 0.05% | 0.08% |
| MADISON | 1.18% | 0.60% | 0.95% | 1.35% | 0.85% |
| MARION | 0.20% | 0.09% | 0.14% | 0.23% | 0.25% |
| MARSHALL | 0.16% | 0.07% | 0.10% | 0.19% | 0.14% |
| MAURY | 0.66% | 0.25% | 0.37% | 0.78% | 0.47% |
| MEIGS | 0.06% | 0.03% | 0.02% | 0.06% | 0.24% |
| MONROE | 0.26% | 0.12% | 0.17% | 0.30% | 0.60% |
| MONTGOMERY | 1.02% | 0.46% | 0.69% | 1.23% | 0.65% |
| MOORE | 0.01% | 0.00% | 0.01% | 0.01% | 0.02% |
| MORGAN | 0.03% | 0.01% | 0.01% | 0.04% | 0.13% |
| OBION | 0.32% | 0.14% | 0.21% | 0.37% | 0.32% |
| OVERTON | 0.05% | 0.02% | 0.03% | 0.06% | 0.11% |
| PERRY | 0.05% | 0.02% | 0.01% | 0.05% | 0.41% |
| PICKETT | 0.05% | 0.03% | 0.03% | 0.06% | 0.26% |
| POLK | 0.16% | 0.10% | 0.12% | 0.17% | 0.50% |
| PUTNAM | 0.66% | 0.28% | 0.45% | 0.77% | 0.45% |
| RHEA | 0.22% | 0.10% | 0.14% | 0.25% | 0.49% |
| ROANE | 0.38% | 0.16% | 0.24% | 0.45% | 0.67% |
| ROBERTSON | 0.22% | 0.08% | 0.12% | 0.28% | 0.20% |
| RUTHERFORD | 1.47% | 0.65% | 1.01% | 1.73% | 1.06% |
| SCOTT | 0.08% | 0.03% | 0.05% | 0.09% | 0.16% |
| SEQUATCHIE | 0.04% | 0.02% | 0.02% | 0.05% | 0.11% |
| SEVIER | 10.82% | 6.85% | 10.30% | 11.39% | 10.61% |
| SHELBY | 22.60% | 38.75% | 29.42% | 19.05% | 21.32% |
| SMITH | 0.07% | 0.02% | 0.03% | 0.08% | 0.10% |
| STEWART | 0.05% | 0.02% | 0.02% | 0.06% | 0.25% |

Table C: Percent Distribution by County

2002 Impact of Travel on Tennessee**Table C: Percent Distribution by County (Continued)**

| <u>County</u> | <u>Expenditures</u> | <u>Payroll</u> | <u>Employment</u> | <u>State Tax Receipts</u> | <u>Local Tax Receipts</u> |
|---------------------|---------------------|----------------|-------------------|---------------------------|---------------------------|
| SULLIVAN | 1.95% | 1.44% | 1.59% | 2.10% | 1.80% |
| SUMNER | 0.64% | 0.28% | 0.43% | 0.76% | 0.49% |
| TIPTON | 0.17% | 0.06% | 0.08% | 0.20% | 0.18% |
| TROUSDALE | 0.02% | 0.01% | 0.01% | 0.03% | 0.03% |
| UNICOI | 0.06% | 0.03% | 0.04% | 0.07% | 0.16% |
| UNION | 0.05% | 0.02% | 0.02% | 0.05% | 0.24% |
| VAN BUREN | 0.07% | 0.04% | 0.04% | 0.07% | 0.23% |
| WARREN | 0.19% | 0.08% | 0.10% | 0.22% | 0.25% |
| WASHINGTON | 1.33% | 0.63% | 0.94% | 1.53% | 1.04% |
| WAYNE | 0.08% | 0.04% | 0.04% | 0.09% | 0.16% |
| WEAKLEY | 0.12% | 0.05% | 0.06% | 0.14% | 0.14% |
| WHITE | 0.11% | 0.03% | 0.04% | 0.14% | 0.18% |
| WILLIAMSON | 1.61% | 0.72% | 1.09% | 1.85% | 1.11% |
| WILSON | 0.67% | 0.32% | 0.46% | 0.78% | 0.67% |
| STATE TOTALS | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |

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Table D: Percent Change Over Revised 2001

| 2002 Impact of Travel on Tennessee | | | | | |
|--|---------------------|----------------|-------------------|---------------------------|---------------------------|
| Table D: Percent Change Over Revised 2001 | | | | | |
| <u>County</u> | <u>Expenditures</u> | <u>Payroll</u> | <u>Employment</u> | <u>State Tax Receipts</u> | <u>Local Tax Receipts</u> |
| ANDERSON | 4.06% | 3.88% | 1.89% | 4.84% | 5.29% |
| BEDFORD | 0.38% | 0.19% | -1.72% | 1.12% | 1.56% |
| BENTON | 8.93% | 8.73% | 6.65% | 9.74% | 10.21% |
| BLEDSON | 1.19% | 1.01% | -0.92% | 1.94% | 2.38% |
| BLOUNT | 7.25% | 9.07% | 5.00% | 7.95% | 8.51% |
| BRADLEY | 5.39% | 5.20% | 3.19% | 6.17% | 6.63% |
| CAMPBELL | -0.47% | -0.65% | -2.55% | 0.27% | 0.70% |
| CANNON | 1.35% | 1.17% | -0.76% | 2.11% | 2.55% |
| CARROLL | -4.44% | -4.62% | -6.44% | -3.73% | -3.32% |
| CARTER | 5.49% | 5.30% | 3.29% | 6.27% | 6.73% |
| CHEATHAM | 7.43% | 7.23% | 5.18% | 8.23% | 8.69% |
| CHESTER | 3.47% | 3.29% | 1.31% | 4.24% | 4.69% |
| CLAIBORNE | 5.47% | 5.28% | 3.27% | 6.26% | 6.71% |
| CLAY | 5.24% | 5.05% | 3.04% | 6.02% | 6.48% |
| COCKE | 2.13% | 1.94% | -0.01% | 2.89% | 3.33% |
| COFFEE | 2.97% | 2.79% | 0.82% | 3.74% | 4.19% |
| CROCKETT | 4.02% | 3.83% | 1.84% | 4.79% | 5.24% |
| CUMBERLAND | 0.20% | 0.02% | -1.90% | 0.94% | 1.38% |
| DAVIDSON | 1.00% | 2.72% | -1.11% | 1.66% | 2.20% |
| DECATUR | 4.60% | 4.41% | 2.42% | 5.38% | 5.84% |
| DEKALB | 6.68% | 6.48% | 4.45% | 7.47% | 7.93% |
| DICKSON | 1.29% | 1.11% | -0.83% | 2.04% | 2.48% |
| DYER | -1.67% | -1.85% | -3.73% | -0.94% | -0.51% |
| FAYETTE | 0.24% | 0.06% | -1.86% | 0.98% | 1.42% |
| FENTRESS | 2.17% | 1.98% | 0.03% | 2.93% | 3.37% |
| FRANKLIN | -4.39% | -4.56% | -6.39% | -3.68% | -3.27% |
| GIBSON | -2.19% | -2.36% | -4.23% | -1.46% | -1.03% |

Table D: Percent Change Over Revised 2001

2002 Impact of Travel on Tennessee**Table D: Percent Change Over Revised 2001 (Continued)**

| <u>County</u> | <u>Expenditures</u> | <u>Payroll</u> | <u>Employment</u> | <u>State Tax Receipts</u> | <u>Local Tax Receipts</u> |
|---------------|---------------------|----------------|-------------------|---------------------------|---------------------------|
| GILES | 2.00% | 1.82% | -0.13% | 2.76% | 3.21% |
| GRAINGER | -0.32% | -0.50% | -2.40% | 0.42% | 0.86% |
| GREENE | 1.39% | 1.21% | -0.72% | 2.15% | 2.59% |
| GRUNDY | 3.43% | 3.25% | 1.27% | 4.20% | 4.65% |
| HAMBLEN | 0.19% | 4.06% | 4.06% | 4.06% | 1.37% |
| HAMILTON | -1.76% | -0.09% | -3.82% | -1.12% | -0.60% |
| HANCOCK | 0.22% | 0.03% | -1.88% | 0.96% | 1.40% |
| HARDEMAN | -8.16% | -8.32% | -10.08% | -7.48% | -7.08% |
| HARDIN | 4.27% | 4.09% | 2.10% | 5.05% | 5.50% |
| HAWKINS | 2.52% | 2.33% | 0.38% | 3.28% | 3.73% |
| HAYWOOD | -4.14% | -4.31% | -6.14% | -3.42% | -3.00% |
| HENDERSON | 0.61% | 0.42% | -1.50% | 1.35% | 1.79% |
| HENRY | 0.15% | -0.03% | -1.94% | 0.89% | 1.33% |
| HICKMAN | 1.29% | 1.10% | -0.83% | 2.04% | 2.48% |
| HOUSTON | -1.60% | -1.77% | -3.65% | -0.86% | -0.44% |
| HUMPHREYS | 4.18% | 3.99% | 2.00% | 4.95% | 5.40% |
| JACKSON | 0.45% | 0.27% | -1.64% | 1.20% | 1.64% |
| JEFFERSON | 1.74% | 1.56% | -0.38% | 2.50% | 2.94% |
| JOHNSON | 3.26% | 3.08% | 1.11% | 4.03% | 4.48% |
| KNOX | 0.95% | 2.67% | -1.17% | 1.61% | 2.14% |
| LAKE | -1.70% | -1.88% | -3.75% | -0.97% | -0.54% |
| LAUDERDALE | 0.06% | -0.12% | -2.03% | 0.80% | 1.24% |
| LAWRENCE | 2.03% | 1.85% | -0.10% | 2.79% | 3.23% |
| LEWIS | 4.58% | 4.39% | 2.40% | 5.36% | 5.81% |
| LINCOLN | 1.34% | 1.16% | -0.77% | 2.10% | 2.54% |
| LOUDON | 1.32% | 1.13% | -0.80% | 2.07% | 2.51% |
| MCMINN | 4.79% | 4.60% | 2.60% | 5.57% | 6.02% |

Table D: Percent Change Over Revised 2001

| 2002 Impact of Travel on Tennessee | | | | | |
|--|---------------------|----------------|-------------------|---------------------------|---------------------------|
| Table D: Percent Change Over Revised 2001 (Continued) | | | | | |
| <u>County</u> | <u>Expenditures</u> | <u>Payroll</u> | <u>Employment</u> | <u>State Tax Receipts</u> | <u>Local Tax Receipts</u> |
| MCNAIRY | -2.14% | -2.31% | -4.18% | -1.41% | -0.98% |
| MACON | -1.50% | -1.68% | -3.56% | -0.77% | -0.34% |
| MADISON | 3.00% | 2.81% | 0.85% | 3.77% | 4.21% |
| MARION | 3.64% | 3.45% | 1.48% | 4.41% | 4.86% |
| MARSHALL | 2.01% | 1.82% | -0.12% | 2.76% | 3.21% |
| MAURY | 4.09% | 3.91% | 1.92% | 4.87% | 5.32% |
| MEIGS | 2.61% | 2.43% | 0.47% | 3.38% | 3.82% |
| MONROE | 5.77% | 5.58% | 3.56% | 6.56% | 7.02% |
| MONTGOMERY | 7.59% | 7.40% | 5.34% | 8.39% | 8.86% |
| MOORE | 3.51% | 3.32% | 1.35% | 4.28% | 4.73% |
| MORGAN | 5.79% | 5.60% | 3.58% | 6.58% | 7.04% |
| OBION | -0.43% | -0.61% | -2.51% | 0.31% | 0.74% |
| OVERTON | 5.17% | 4.98% | 2.97% | 5.95% | 6.41% |
| PERRY | 0.28% | 0.10% | -1.82% | 1.03% | 1.46% |
| PICKETT | 3.59% | 3.40% | 1.43% | 4.36% | 4.81% |
| POLK | 1.40% | 1.22% | -0.72% | 2.16% | 2.60% |
| PUTNAM | 1.43% | 1.24% | -0.69% | 2.18% | 2.62% |
| RHEA | 4.19% | 4.00% | 2.01% | 4.96% | 5.42% |
| ROANE | 4.69% | 4.50% | 2.50% | 5.46% | 5.92% |
| ROBERTSON | 0.28% | 0.10% | -1.81% | 1.03% | 1.47% |
| RUTHERFORD | 5.27% | 5.08% | 3.08% | 6.06% | 6.52% |
| SCOTT | 2.26% | 2.08% | 0.13% | 3.03% | 3.47% |
| SEQUATCHIE | 4.00% | 3.81% | 1.83% | 4.77% | 5.23% |
| SEVIER | 2.92% | 2.74% | 0.77% | 3.69% | 4.13% |
| SHELBY | 1.12% | 2.83% | -1.01% | 1.77% | 2.31% |
| SMITH | 3.36% | 3.17% | 1.20% | 4.13% | 4.58% |
| STEWART | 0.45% | 0.27% | -1.65% | 1.20% | 1.63% |

Table D: Percent Change Over Revised 2001

| 2002 Impact of Travel on Tennessee | | | | | |
|--|---------------------|----------------|-------------------|---------------------------|---------------------------|
| Table D: Percent Change Over Revised 2001 (Continued) | | | | | |
| <u>County</u> | <u>Expenditures</u> | <u>Payroll</u> | <u>Employment</u> | <u>State Tax Receipts</u> | <u>Local Tax Receipts</u> |
| SULLIVAN | 3.02% | 4.77% | 0.86% | 3.69% | 4.23% |
| SUMNER | 5.71% | 5.52% | 3.51% | 6.50% | 6.96% |
| TIPTON | 0.44% | 0.25% | -1.66% | 1.18% | 1.62% |
| TROUSDALE | 1.65% | 1.47% | -0.47% | 2.40% | 2.85% |
| UNICOI | 1.63% | 1.44% | -0.50% | 2.38% | 2.82% |
| UNION | 5.54% | 5.35% | 3.33% | 6.32% | 6.78% |
| VAN BUREN | 3.80% | 3.61% | 1.63% | 4.57% | 5.02% |
| WARREN | 5.36% | 5.17% | 3.16% | 6.14% | 6.60% |
| WASHINGTON | -0.53% | -0.71% | -2.61% | 0.21% | 0.64% |
| WAYNE | 1.42% | 1.23% | -0.70% | 2.17% | 2.61% |
| WEAKLEY | -0.84% | -1.02% | -2.91% | -0.10% | 0.33% |
| WHITE | 2.04% | 1.86% | -0.09% | 2.80% | 3.25% |
| WILLIAMSON | 7.87% | 7.67% | 5.62% | 8.67% | 9.14% |
| WILSON | 9.69% | 9.49% | 7.40% | 10.50% | 10.98% |
| STATE TOTALS | 1.70% | 2.81% | -0.56% | 2.50% | 3.01% |

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Table E: Alphabetical by County, Revised 2001

| 2002 Impact of Travel on Tennessee | | | | | |
|--|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table E: Alphabetical by County, Revised 2001 | | | | | |
| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| ANDERSON | \$66.86 | \$13.09 | 0.81 | \$4.23 | \$1.43 |
| BEDFORD | 19.71 | 3.98 | 0.22 | 1.19 | 0.77 |
| BENTON | 14.95 | 2.80 | 0.14 | 0.95 | 1.59 |
| BLEDSON | 2.65 | 0.44 | 0.02 | 0.16 | 0.42 |
| BLOUNT | 173.53 | 52.71 | 2.43 | 10.00 | 5.95 |
| BRADLEY | 77.97 | 14.95 | 0.94 | 4.93 | 1.65 |
| CAMPBELL | 37.31 | 7.65 | 0.46 | 2.21 | 1.93 |
| CANNON | 2.75 | 0.31 | 0.01 | 0.18 | 0.19 |
| CARROLL | 12.59 | 2.02 | 0.11 | 0.78 | 0.48 |
| CARTER | 20.09 | 3.22 | 0.16 | 1.28 | 1.26 |
| CHEATHAM | 11.73 | 2.39 | 0.12 | 0.69 | 0.40 |
| CHESTER | 5.42 | 0.65 | 0.03 | 0.37 | 0.17 |
| CLAIBORNE | 10.99 | 2.16 | 0.12 | 0.65 | 0.82 |
| CLAY | 5.03 | 1.28 | 0.05 | 0.29 | 0.44 |
| COCKE | 28.75 | 6.33 | 0.42 | 1.72 | 1.27 |
| COFFEE | 44.70 | 9.18 | 0.55 | 2.73 | 1.17 |
| CROCKETT | 5.35 | 0.99 | 0.06 | 0.32 | 0.23 |
| CUMBERLAND | 73.05 | 18.22 | 1.00 | 4.30 | 3.05 |
| DAVIDSON | 2,978.15 | 1,459.51 | 57.44 | 149.00 | 75.85 |
| DECATUR | 7.47 | 1.16 | 0.04 | 0.46 | 1.32 |
| DEKALB | 22.96 | 5.24 | 0.24 | 1.34 | 3.01 |
| DICKSON | 35.79 | 7.25 | 0.47 | 2.20 | 0.87 |
| DYER | 27.53 | 5.39 | 0.34 | 1.75 | 0.65 |
| FAYETTE | 4.82 | 0.70 | 0.03 | 0.29 | 0.26 |
| FENTRESS | 8.89 | 1.62 | 0.09 | 0.54 | 0.60 |
| FRANKLIN | 14.29 | 2.49 | 0.13 | 0.91 | 0.67 |
| GIBSON | 23.25 | 3.22 | 0.17 | 1.56 | 0.69 |

Table E: Alphabetical by County, Revised 2001

2002 Impact of Travel on Tennessee**Table E: Alphabetical by County, Revised 2001 (Continued)**

| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|---------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| GILES | 14.91 | 2.52 | 0.14 | 0.95 | 0.64 |
| GRAINGER | 11.37 | 2.06 | 0.09 | 0.66 | 2.19 |
| GREENE | 51.52 | 9.75 | 0.53 | 3.23 | 1.37 |
| GRUNDY | 5.43 | 0.76 | 0.02 | 0.34 | 0.96 |
| HAMBLÉN | 55.27 | 9.58 | 0.54 | 3.48 | 1.22 |
| HAMILTON | 543.30 | 137.91 | 7.34 | 32.18 | 11.95 |
| HANCOCK | 0.88 | 0.12 | 0.01 | 0.05 | 0.18 |
| HARDEMAN | 17.76 | 2.93 | 0.16 | 1.12 | 1.01 |
| HARDIN | 23.68 | 4.55 | 0.20 | 1.47 | 2.02 |
| HAWKINS | 22.11 | 3.94 | 0.21 | 1.31 | 1.22 |
| HAYWOOD | 10.67 | 1.77 | 0.09 | 0.69 | 0.47 |
| HENDERSON | 15.10 | 2.50 | 0.14 | 0.96 | 0.48 |
| HENRY | 37.37 | 7.29 | 0.32 | 2.23 | 4.77 |
| HICKMAN | 5.28 | 0.90 | 0.04 | 0.32 | 0.51 |
| HOUSTON | 4.20 | 0.76 | 0.04 | 0.25 | 0.45 |
| HUMPHREYS | 21.61 | 4.70 | 0.26 | 1.19 | 1.42 |
| JACKSON | 1.71 | 0.28 | 0.01 | 0.11 | 0.21 |
| JEFFERSON | 32.59 | 6.71 | 0.35 | 2.01 | 2.38 |
| JOHNSON | 7.06 | 1.42 | 0.07 | 0.42 | 0.54 |
| KNOX | 563.88 | 211.66 | 8.73 | 30.95 | 13.49 |
| LAKE | 8.56 | 2.09 | 0.13 | 0.50 | 0.64 |
| LAUDERDALE | 11.83 | 1.81 | 0.09 | 0.72 | 0.94 |
| LAWRENCE | 24.84 | 4.28 | 0.22 | 1.61 | 0.68 |
| LEWIS | 3.96 | 0.73 | 0.05 | 0.24 | 0.19 |
| LINCOLN | 13.81 | 2.27 | 0.13 | 0.90 | 0.44 |
| LOUDON | 26.73 | 5.11 | 0.31 | 1.68 | 0.67 |
| MCMINN | 24.45 | 4.20 | 0.25 | 1.52 | 0.60 |

Table E: Alphabetical by County, Revised 2001

2002 Impact of Travel on Tennessee**Table E: Alphabetical by County, Revised 2001 (Continued)**

| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|---------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| MCNAIRY | 7.19 | 1.18 | 0.06 | 0.44 | 0.40 |
| MACON | 4.62 | 0.80 | 0.05 | 0.28 | 0.24 |
| MADISON | 117.97 | 25.96 | 1.61 | 7.18 | 2.53 |
| MARION | 19.98 | 3.85 | 0.23 | 1.22 | 0.72 |
| MARSHALL | 16.35 | 3.24 | 0.17 | 1.04 | 0.43 |
| MAURY | 65.46 | 10.83 | 0.62 | 4.11 | 1.36 |
| MEIGS | 5.56 | 1.13 | 0.04 | 0.32 | 0.72 |
| MONROE | 25.58 | 5.15 | 0.28 | 1.53 | 1.73 |
| MONTGOMERY | 97.28 | 18.99 | 1.12 | 6.29 | 1.85 |
| MOORE | 1.01 | 0.17 | 0.01 | 0.06 | 0.05 |
| MORGAN | 3.01 | 0.38 | 0.01 | 0.19 | 0.38 |
| OBION | 32.85 | 6.42 | 0.36 | 2.03 | 0.99 |
| OVERTON | 5.15 | 0.84 | 0.04 | 0.33 | 0.32 |
| PERRY | 4.73 | 0.77 | 0.02 | 0.26 | 1.24 |
| PICKETT | 5.25 | 1.31 | 0.05 | 0.30 | 0.76 |
| POLK | 16.26 | 4.47 | 0.20 | 0.94 | 1.50 |
| PUTNAM | 67.01 | 12.51 | 0.78 | 4.15 | 1.36 |
| RHEA | 21.45 | 4.38 | 0.24 | 1.30 | 1.43 |
| ROANE | 37.80 | 6.92 | 0.40 | 2.35 | 1.96 |
| ROBERTSON | 22.78 | 3.77 | 0.21 | 1.53 | 0.61 |
| RUTHERFORD | 143.75 | 27.49 | 1.67 | 9.03 | 3.07 |
| SCOTT | 7.97 | 1.41 | 0.09 | 0.46 | 0.47 |
| SEQUATCHIE | 4.43 | 0.76 | 0.03 | 0.27 | 0.33 |
| SEVIER | 1,082.83 | 298.02 | 17.49 | 60.64 | 31.48 |
| SHELBY | 2,302.13 | 1,685.07 | 50.87 | 103.38 | 64.36 |
| SMITH | 6.95 | 1.04 | 0.05 | 0.44 | 0.30 |
| STEWART | 5.17 | 0.80 | 0.03 | 0.31 | 0.77 |

Table E: Alphabetical by County, Revised 2001

2002 Impact of Travel on Tennessee**Table E: Alphabetical by County, Revised 2001 (Continued)**

| <u>County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|---------------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| SULLIVAN | 195.11 | 61.57 | 2.70 | 11.20 | 5.33 |
| SUMNER | 62.32 | 12.01 | 0.70 | 3.93 | 1.42 |
| TIPTON | 17.16 | 2.71 | 0.15 | 1.12 | 0.55 |
| TROUSDALE | 2.41 | 0.32 | 0.02 | 0.15 | 0.08 |
| UNICOI | 6.05 | 1.51 | 0.08 | 0.35 | 0.49 |
| UNION | 4.58 | 0.85 | 0.03 | 0.27 | 0.68 |
| VAN BUREN | 6.59 | 1.73 | 0.07 | 0.38 | 0.69 |
| WARREN | 18.15 | 3.28 | 0.17 | 1.12 | 0.73 |
| WASHINGTON | 137.85 | 28.21 | 1.66 | 8.44 | 3.20 |
| WAYNE | 7.72 | 1.55 | 0.08 | 0.46 | 0.49 |
| WEAKLEY | 12.37 | 2.05 | 0.11 | 0.77 | 0.42 |
| WHITE | 11.53 | 1.47 | 0.07 | 0.77 | 0.54 |
| WILLIAMSON | 153.65 | 30.00 | 1.77 | 9.42 | 3.14 |
| WILSON | 63.30 | 13.22 | 0.73 | 3.90 | 1.87 |
| STATE TOTALS | \$10,125.81 | \$4,349.67 | 172.16 | \$538.78 | \$299.85 |

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Table F: Alphabetical by Region, 2002

2002 Impact of U.S. Resident Travel on Tennessee**Table F: Alphabetical by Region, 2002**

| <u>Region/County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
|-----------------------------------|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| NORTHEAST TENNESSEE REGION | | | | | |
| CARTER | \$21.19 | \$3.39 | 0.16 | \$1.37 | \$1.34 |
| GREENE | 52.23 | 9.87 | 0.53 | 3.30 | 1.41 |
| HANCOCK | 0.88 | 0.12 | 0.01 | 0.05 | 0.19 |
| HAWKINS | 22.67 | 4.03 | 0.21 | 1.36 | 1.26 |
| JOHNSON | 7.29 | 1.46 | 0.07 | 0.43 | 0.57 |
| SULLIVAN | 201.01 | 64.50 | 2.73 | 11.61 | 5.56 |
| UNICOI | 6.15 | 1.53 | 0.08 | 0.36 | 0.51 |
| WASHINGTON | 137.12 | 28.01 | 1.61 | 8.46 | 3.22 |
| Total | \$448.54 | \$112.91 | 5.40 | \$26.95 | \$14.05 |
| EAST TENNESSEE REGION | | | | | |
| ANDERSON | \$69.58 | \$13.59 | 0.82 | \$4.43 | \$1.51 |
| BLOUNT | 186.12 | 57.50 | 2.55 | 10.79 | 6.45 |
| CAMPBELL | 37.13 | 7.60 | 0.45 | 2.22 | 1.94 |
| CLAIBORNE | 11.60 | 2.28 | 0.13 | 0.69 | 0.88 |
| COCKE | 29.36 | 6.45 | 0.42 | 1.77 | 1.32 |
| GRAINGER | 11.34 | 2.05 | 0.09 | 0.67 | 2.21 |
| HAMBLEN | 55.37 | 9.97 | 0.56 | 3.62 | 1.23 |
| JEFFERSON | 33.16 | 6.82 | 0.35 | 2.06 | 2.45 |
| KNOX | 569.25 | 217.31 | 8.63 | 31.45 | 13.78 |
| LOUDON | 27.08 | 5.17 | 0.30 | 1.71 | 0.69 |
| MONROE | 27.06 | 5.44 | 0.29 | 1.63 | 1.85 |
| MORGAN | 3.19 | 0.40 | 0.01 | 0.20 | 0.41 |
| ROANE | 39.57 | 7.23 | 0.41 | 2.47 | 2.08 |
| SCOTT | 8.15 | 1.44 | 0.09 | 0.47 | 0.49 |
| SEVIER | 1,114.46 | 306.17 | 17.63 | 62.88 | 32.78 |
| UNION | 4.83 | 0.90 | 0.03 | 0.29 | 0.73 |
| Total | \$2,227.23 | \$650.32 | 32.77 | \$127.36 | \$70.80 |

Table F: Alphabetical by Region, 2002

2002 Impact of U.S. Resident Travel on Tennessee**Table F: Alphabetical by Region, 2002 (Continued)**

| <u>Region/County</u> | <u>Expenditures</u> <u>(\$ Millions)</u> | <u>Payroll</u> <u>(\$ Millions)</u> | <u>Employment</u> <u>(Thousands)</u> | <u>State Tax</u> <u>Receipts</u> <u>(\$ Millions)</u> | <u>Local Tax</u> <u>Receipts</u> <u>(\$ Millions)</u> |
|-----------------------------------|---|--|---|---|---|
| UPPER CUMBERLAND REGION | | | | | |
| CANNON | \$2.78 | \$0.32 | 0.01 | \$0.18 | \$0.20 |
| CLAY | 5.29 | 1.35 | 0.05 | 0.30 | 0.47 |
| CUMBERLAND | 73.20 | 18.22 | 0.98 | 4.34 | 3.10 |
| DEKALB | 24.49 | 5.58 | 0.25 | 1.44 | 3.25 |
| FENTRESS | 9.08 | 1.65 | 0.09 | 0.55 | 0.62 |
| JACKSON | 1.72 | 0.28 | 0.01 | 0.11 | 0.21 |
| MACON | 4.55 | 0.79 | 0.05 | 0.28 | 0.24 |
| OVERTON | 5.42 | 0.89 | 0.04 | 0.35 | 0.34 |
| PICKETT | 5.43 | 1.35 | 0.06 | 0.32 | 0.80 |
| PUTNAM | 67.97 | 12.66 | 0.77 | 4.24 | 1.40 |
| SMITH | 7.18 | 1.08 | 0.05 | 0.46 | 0.32 |
| VAN BUREN | 6.84 | 1.79 | 0.07 | 0.39 | 0.73 |
| WARREN | 19.12 | 3.45 | 0.18 | 1.19 | 0.77 |
| WHITE | 11.77 | 1.50 | 0.07 | 0.79 | 0.56 |
| Total | \$244.86 | \$50.90 | 2.68 | \$14.95 | \$13.01 |
| SOUTHEAST TENNESSEE REGION | | | | | |
| BLED SOE | \$2.68 | \$0.45 | 0.02 | \$0.16 | \$0.43 |
| BRADLEY | 82.17 | 15.73 | 0.97 | 5.23 | 1.76 |
| GRUNDY | 5.62 | 0.78 | 0.02 | 0.36 | 1.01 |
| HAMILTON | 533.73 | 137.78 | 7.06 | 31.82 | 11.87 |
| MCMINN | 25.62 | 4.39 | 0.26 | 1.61 | 0.64 |
| MARION | 20.70 | 3.98 | 0.24 | 1.27 | 0.76 |
| MEIGS | 5.70 | 1.15 | 0.04 | 0.33 | 0.75 |
| POLK | 16.49 | 4.52 | 0.20 | 0.96 | 1.54 |
| RHEA | 22.35 | 4.55 | 0.24 | 1.36 | 1.51 |
| SEQUATCHIE | 4.61 | 0.79 | 0.03 | 0.28 | 0.34 |
| Total | \$719.68 | \$174.13 | 9.07 | \$43.38 | \$20.61 |

Table F: Alphabetical by Region, 2002

2002 Impact of U.S. Resident Travel on Tennessee**Table F: Alphabetical by Region, 2002 (Continued)**

| <u>Region/County</u> | <u>Expenditures</u> <u>(\$ Millions)</u> | <u>Payroll</u> <u>(\$ Millions)</u> | <u>Employment</u> <u>(Thousands)</u> | <u>State Tax</u> <u>Receipts</u> <u>(\$ Millions)</u> | <u>Local Tax</u> <u>Receipts</u> <u>(\$ Millions)</u> |
|---------------------------------------|---|--|---|---|---|
| MID-CUMBERLAND REGION | | | | | |
| CHEATHAM | \$12.60 | \$2.56 | 0.13 | \$0.75 | \$0.43 |
| DAVIDSON | 3,008.06 | 1,499.22 | 56.80 | 151.48 | 77.52 |
| DICKSON | 36.25 | 7.33 | 0.47 | 2.24 | 0.90 |
| HOUSTON | 4.13 | 0.75 | 0.04 | 0.24 | 0.45 |
| HUMPHREYS | 22.51 | 4.89 | 0.26 | 1.24 | 1.50 |
| MONTGOMERY | 104.67 | 20.39 | 1.18 | 6.81 | 2.02 |
| ROBERTSON | 22.85 | 3.77 | 0.20 | 1.54 | 0.62 |
| RUTHERFORD | 151.33 | 28.88 | 1.72 | 9.58 | 3.27 |
| STEWART | 5.19 | 0.80 | 0.03 | 0.32 | 0.78 |
| SUMNER | 65.88 | 12.67 | 0.73 | 4.19 | 1.52 |
| TROUSDALE | 2.45 | 0.32 | 0.02 | 0.15 | 0.08 |
| WILLIAMSON | 165.74 | 32.31 | 1.87 | 10.24 | 3.43 |
| WILSON | 69.44 | 14.47 | 0.79 | 4.31 | 2.08 |
| Total | \$3,671.10 | \$1,628.36 | 64.25 | \$193.10 | \$94.60 |
| SOUTH CENTRAL TENNESSEE REGION | | | | | |
| BEDFORD | \$19.78 | \$3.99 | 0.21 | \$1.21 | \$0.78 |
| COFFEE | 46.03 | 9.44 | 0.56 | 2.83 | 1.22 |
| FRANKLIN | 13.67 | 2.38 | 0.12 | 0.88 | 0.65 |
| GILES | 15.20 | 2.56 | 0.14 | 0.98 | 0.66 |
| HICKMAN | 5.34 | 0.91 | 0.04 | 0.32 | 0.52 |
| LAWRENCE | 25.35 | 4.36 | 0.22 | 1.65 | 0.70 |
| LEWIS | 4.15 | 0.76 | 0.05 | 0.25 | 0.20 |
| LINCOLN | 14.00 | 2.30 | 0.13 | 0.92 | 0.45 |
| MARSHALL | 16.68 | 3.29 | 0.17 | 1.07 | 0.45 |
| MAURY | 68.14 | 11.25 | 0.64 | 4.31 | 1.44 |
| MOORE | 1.05 | 0.18 | 0.01 | 0.06 | 0.06 |
| PERRY | 4.74 | 0.77 | 0.02 | 0.26 | 1.25 |
| WAYNE | 7.83 | 1.57 | 0.08 | 0.47 | 0.50 |
| Total | \$241.95 | \$43.77 | 2.38 | \$15.22 | \$8.88 |

Table F: Alphabetical by Region, 2002

| 2002 Impact of U.S. Resident Travel on Tennessee | | | | | |
|--|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table F: Alphabetical by Region, 2002 (Continued) | | | | | |
| <u>Region/County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| NORTHWEST TENNESSEE REGION | | | | | |
| BENTON | \$16.28 | \$3.05 | 0.15 | \$1.04 | \$1.75 |
| CARROLL | 12.03 | 1.93 | 0.11 | 0.75 | 0.46 |
| CROCKETT | 5.56 | 1.03 | 0.06 | 0.33 | 0.25 |
| DYER | 27.07 | 5.29 | 0.32 | 1.73 | 0.64 |
| GIBSON | 22.75 | 3.14 | 0.17 | 1.54 | 0.69 |
| HENRY | 37.43 | 7.28 | 0.31 | 2.25 | 4.83 |
| LAKE | 8.42 | 2.05 | 0.13 | 0.49 | 0.64 |
| OBION | 32.71 | 6.38 | 0.35 | 2.03 | 1.00 |
| WEAKLEY | 12.27 | 2.03 | 0.11 | 0.77 | 0.42 |
| Total | \$174.52 | \$32.17 | 1.71 | \$10.94 | \$10.67 |
| SOUTHWEST TENNESSEE REGION | | | | | |
| CHESTER | \$5.61 | \$0.67 | 0.03 | \$0.39 | \$0.18 |
| DECATUR | 7.81 | 1.21 | 0.04 | 0.49 | 1.40 |
| HARDEMAN | 16.31 | 2.69 | 0.14 | 1.03 | 0.94 |
| HARDIN | 24.69 | 4.74 | 0.20 | 1.55 | 2.13 |
| HAYWOOD | 10.23 | 1.69 | 0.09 | 0.66 | 0.46 |
| HENDERSON | 15.19 | 2.51 | 0.14 | 0.98 | 0.49 |
| MCNAIRY | 7.04 | 1.16 | 0.05 | 0.43 | 0.40 |
| MADISON | 121.51 | 26.69 | 1.62 | 7.45 | 2.64 |
| Total | \$208.39 | \$41.35 | 2.32 | \$12.98 | \$8.63 |
| MEMPHIS DELTA REGION | | | | | |
| FAYETTE | \$4.83 | \$0.70 | 0.03 | \$0.30 | \$0.27 |
| LAUDERDALE | 11.84 | 1.81 | 0.09 | 0.72 | 0.96 |
| SHELBY | 2,327.80 | 1,732.82 | 50.36 | 105.21 | 65.84 |
| TIPTON | 17.23 | 2.72 | 0.14 | 1.13 | 0.56 |
| Total | \$2,361.70 | \$1,738.04 | 50.62 | \$107.36 | \$67.63 |
| STATE TOTALS | \$10,297.98 | \$4,471.96 | \$171.19 | \$552.25 | \$308.86 |

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Table G: Change in Travel Spending From Revised 2001 by Region

| 2002 Impact of Travel on Tennessee | | | |
|---|---|---|---|
| Table G: Change in Travel Spending from Revised 2001 by Region | | | |
| <u>Region/County</u> | <u>2002 Travel Expenditures (\$ Millions)</u> | <u>2001 Travel Expenditures (\$ Millions)</u> | <u>Change 2002/2001 (Percent)</u> |
| NORTHEAST TENNESSEE REGION | | | |
| CARTER | \$21.19 | \$20.09 | 5.5% |
| GREENE | 52.23 | 51.52 | 1.4% |
| HANCOCK | 0.88 | 0.88 | 0.2% |
| HAWKINS | 22.67 | 22.11 | 2.5% |
| JOHNSON | 7.29 | 7.06 | 3.3% |
| SULLIVAN | 201.01 | 195.11 | 3.0% |
| UNICOI | 6.15 | 6.05 | 1.6% |
| WASHINGTON | 137.12 | 137.85 | -0.5% |
| Total | \$448.54 | \$440.68 | 1.8% |
| EAST TENNESSEE REGION | | | |
| ANDERSON | \$69.58 | \$66.86 | 4.1% |
| BLOUNT | 186.12 | 173.53 | 7.2% |
| CAMPBELL | 37.13 | 37.31 | -0.5% |
| CLAIBORNE | 11.60 | 10.99 | 5.5% |
| COCKE | 29.36 | 28.75 | 2.1% |
| GRAINGER | 11.34 | 11.37 | -0.3% |
| HAMBLEN | 55.37 | 55.27 | 0.2% |
| JEFFERSON | 33.16 | 32.59 | 1.7% |
| KNOX | 569.25 | 563.88 | 1.0% |
| LOUDON | 27.08 | 26.73 | 1.3% |
| MONROE | 27.06 | 25.58 | 5.8% |
| MORGAN | 3.19 | 3.01 | 5.8% |
| ROANE | 39.57 | 37.80 | 4.7% |
| SCOTT | 8.15 | 7.97 | 2.3% |
| SEVIER | 1,114.46 | 1,082.83 | 2.9% |
| UNION | 4.83 | 4.58 | 5.5% |
| Total | \$2,227.23 | \$2,169.05 | 2.7% |

Table G: Change in Travel Spending From Revised 2001 by Region

| 2002 Impact of Travel on Tennessee | | | |
|---|---|---|---|
| Table G: Change in Travel Spending from Revised 2001 by Region (Continued) | | | |
| <u>Region/County</u> | <u>2002 Travel Expenditures (\$ Millions)</u> | <u>2001 Travel Expenditures (\$ Millions)</u> | <u>Change 2002/2001 (Percent)</u> |
| UPPER CUMBERLAND REGION | | | |
| CANNON | \$2.78 | \$2.75 | 1.4% |
| CLAY | 5.29 | 5.03 | 5.2% |
| CUMBERLAND | 73.20 | 73.05 | 0.2% |
| DEKALB | 24.49 | 22.96 | 6.7% |
| FENTRESS | 9.08 | 8.89 | 2.2% |
| JACKSON | 1.72 | 1.71 | 0.5% |
| MACON | 4.55 | 4.62 | -1.5% |
| OVERTON | 5.42 | 5.15 | 5.2% |
| PICKETT | 5.43 | 5.25 | 3.6% |
| PUTNAM | 67.97 | 67.01 | 1.4% |
| SMITH | 7.18 | 6.95 | 3.4% |
| VAN BUREN | 6.84 | 6.59 | 3.8% |
| WARREN | 19.12 | 18.15 | 5.4% |
| WHITE | 11.77 | 11.53 | 2.0% |
| Total | \$244.86 | \$239.65 | 2.2% |
| SOUTHEAST TENNESSEE REGION | | | |
| BLEDSON | \$2.68 | \$2.65 | 1.2% |
| BRADLEY | 82.17 | 77.97 | 5.4% |
| GRUNDY | 5.62 | 5.43 | 3.4% |
| HAMILTON | 533.73 | 543.30 | -1.8% |
| MCMINN | 25.62 | 24.45 | 4.8% |
| MARION | 20.70 | 19.98 | 3.6% |
| MEIGS | 5.70 | 5.56 | 2.6% |
| POLK | 16.49 | 16.26 | 1.4% |
| RHEA | 22.35 | 21.45 | 4.2% |
| SEQUATCHIE | 4.61 | 4.43 | 4.0% |
| Total | \$719.68 | \$721.49 | -0.3% |

Table G: Change in Travel Spending From Revised 2001 by Region

| 2002 Impact of Travel on Tennessee | | | |
|---|---|---|---|
| Table G: Change in Travel Spending from Revised 2001 by Region (Continued) | | | |
| <u>Region/County</u> | <u>2002 Travel Expenditures (\$ Millions)</u> | <u>2001 Travel Expenditures (\$ Millions)</u> | <u>Change 2002/2001 (Percent)</u> |
| MID-CUMBERLAND REGION | | | |
| CHEATHAM | \$12.60 | \$11.73 | 7.4% |
| DAVIDSON | 3,008.06 | 2,978.15 | 1.0% |
| DICKSON | 36.25 | 35.79 | 1.3% |
| HOUSTON | 4.13 | 4.20 | -1.6% |
| HUMPHREYS | 22.51 | 21.61 | 4.2% |
| MONTGOMERY | 104.67 | 97.28 | 7.6% |
| ROBERTSON | 22.85 | 22.78 | 0.3% |
| RUTHERFORD | 151.33 | 143.75 | 5.3% |
| STEWART | 5.19 | 5.17 | 0.5% |
| SUMNER | 65.88 | 62.32 | 5.7% |
| TROUSDALE | 2.45 | 2.41 | 1.6% |
| WILLIAMSON | 165.74 | 153.65 | 7.9% |
| WILSON | 69.44 | 63.30 | 9.7% |
| Total | \$3,671.10 | \$3,602.15 | 1.9% |
| SOUTH CENTRAL TENNESSEE REGION | | | |
| BEDFORD | \$19.78 | \$19.71 | 0.4% |
| COFFEE | 46.03 | 44.70 | 3.0% |
| FRANKLIN | 13.67 | 14.29 | -4.4% |
| GILES | 15.20 | 14.91 | 2.0% |
| HICKMAN | 5.34 | 5.28 | 1.3% |
| LAWRENCE | 25.35 | 24.84 | 2.0% |
| LEWIS | 4.15 | 3.96 | 4.6% |
| LINCOLN | 14.00 | 13.81 | 1.3% |
| MARSHALL | 16.68 | 16.35 | 2.0% |
| MAURY | 68.14 | 65.46 | 4.1% |
| MOORE | 1.05 | 1.01 | 3.5% |
| PERRY | 4.74 | 4.73 | 0.3% |
| WAYNE | 7.83 | 7.72 | 1.4% |
| Total | \$241.95 | \$236.77 | 2.2% |

Table G: Change in Travel Spending From Revised 2001 by Region

| 2002 Impact of Travel on Tennessee | | | |
|---|---|---|---|
| Table G: Change in Travel Spending from Revised 2001 by Region (Continued) | | | |
| <u>Region/County</u> | <u>2002 Travel Expenditures (\$ Millions)</u> | <u>2001 Travel Expenditures (\$ Millions)</u> | <u>Change 2002/2001 (Percent)</u> |
| NORTHWEST TENNESSEE REGION | | | |
| BENTON | \$16.28 | \$14.95 | 8.9% |
| CARROLL | 12.03 | 12.59 | -4.4% |
| CROCKETT | 5.56 | 5.35 | 4.0% |
| DYER | 27.07 | 27.53 | -1.7% |
| GIBSON | 22.75 | 23.25 | -2.2% |
| HENRY | 37.43 | 37.37 | 0.1% |
| LAKE | 8.42 | 8.56 | -1.7% |
| OBION | 32.71 | 32.85 | -0.4% |
| WEAKLEY | 12.27 | 12.37 | -0.8% |
| Total | \$174.52 | \$174.83 | -0.2% |
| SOUTHWEST TENNESSEE REGION | | | |
| CHESTER | \$5.61 | \$5.42 | 3.5% |
| DECATUR | 7.81 | 7.47 | 4.6% |
| HARDEMAN | 16.31 | 17.76 | -8.2% |
| HARDIN | 24.69 | 23.68 | 4.3% |
| HAYWOOD | 10.23 | 10.67 | -4.1% |
| HENDERSON | 15.19 | 15.10 | 0.6% |
| MCNAIRY | 7.04 | 7.19 | -2.1% |
| MADISON | 121.51 | 117.97 | 3.0% |
| Total | \$208.39 | \$205.26 | 1.5% |
| MEMPHIS DELTA REGION | | | |
| FAYETTE | \$4.83 | \$4.82 | 0.2% |
| LAUDERDALE | 11.84 | 11.83 | 0.1% |
| SHELBY | 2,327.80 | 2,302.13 | 1.1% |
| TIPTON | 17.23 | 17.16 | 0.4% |
| Total | \$2,361.70 | \$2,335.94 | 1.1% |
| STATE TOTALS | \$10,297.98 | \$10,125.81 | 1.7% |

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Table H: Percent Change Over Revised 2001 by Region

| 2002 Impact of Travel on Tennessee | | | | | |
|--|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table H: Percent Change Over Revised 2001 by Region | | | | | |
| <u>Region/County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| NORTHEAST TENNESSEE REGION | | | | | |
| CARTER | 5.5% | 5.3% | 3.3% | 6.3% | 6.7% |
| GREENE | 1.4% | 1.2% | -0.7% | 2.1% | 2.6% |
| HANCOCK | 0.2% | 0.0% | -1.9% | 1.0% | 1.4% |
| HAWKINS | 2.5% | 2.3% | 0.4% | 3.3% | 3.7% |
| JOHNSON | 3.3% | 3.1% | 1.1% | 4.0% | 4.5% |
| SULLIVAN | 3.0% | 4.8% | 0.9% | 3.7% | 4.2% |
| UNICOI | 1.6% | 1.4% | -0.5% | 2.4% | 2.8% |
| WASHINGTON | -0.5% | -0.7% | -2.6% | 0.2% | 0.6% |
| Total | 1.8% | 2.9% | -0.3% | 2.5% | 3.3% |
| EAST TENNESSEE REGION | | | | | |
| ANDERSON | 4.1% | 3.9% | 1.9% | 4.8% | 5.3% |
| BLOUNT | 7.2% | 9.1% | 5.0% | 7.9% | 8.5% |
| CAMPBELL | -0.5% | -0.7% | -2.6% | 0.3% | 0.7% |
| CLAIBORNE | 5.5% | 5.3% | 3.3% | 6.3% | 6.7% |
| COCKE | 2.1% | 1.9% | 0.0% | 2.9% | 3.3% |
| GRAINGER | -0.3% | -0.5% | -2.4% | 0.4% | 0.9% |
| HAMBLLEN | 0.2% | 4.1% | 4.1% | 4.1% | 1.4% |
| JEFFERSON | 1.7% | 1.6% | -0.4% | 2.5% | 2.9% |
| KNOX | 1.0% | 2.7% | -1.2% | 1.6% | 2.1% |
| LOUDON | 1.3% | 1.1% | -0.8% | 2.1% | 2.5% |
| MONROE | 5.8% | 5.6% | 3.6% | 6.6% | 7.0% |
| MORGAN | 5.8% | 5.6% | 3.6% | 6.6% | 7.0% |
| ROANE | 4.7% | 4.5% | 2.5% | 5.5% | 5.9% |
| SCOTT | 2.3% | 2.1% | 0.1% | 3.0% | 3.5% |
| SEVIER | 2.9% | 2.7% | 0.8% | 3.7% | 4.1% |
| UNION | 5.5% | 5.3% | 3.3% | 6.3% | 6.8% |
| Total | 2.7% | 3.3% | 0.6% | 3.5% | 4.0% |

Table H: Percent Change Over Revised 2001 by Region

2002 Impact of Travel on Tennessee**Table H: Percent Change Over Revised 2001 by Region (Continued)**

| <u>Region/County</u> | <u>Expenditures</u> <u>(\$ Millions)</u> | <u>Payroll</u> <u>(\$ Millions)</u> | <u>Employment</u> <u>(Thousands)</u> | <u>State Tax</u> <u>Receipts</u> <u>(\$ Millions)</u> | <u>Local Tax</u> <u>Receipts</u> <u>(\$ Millions)</u> |
|-----------------------------------|---|--|---|---|---|
| UPPER CUMBERLAND REGION | | | | | |
| CANNON | 1.4% | 1.2% | -0.8% | 2.1% | 2.5% |
| CLAY | 5.2% | 5.1% | 3.0% | 6.0% | 6.5% |
| CUMBERLAND | 0.2% | 0.0% | -1.9% | 0.9% | 1.4% |
| DEKALB | 6.7% | 6.5% | 4.4% | 7.5% | 7.9% |
| FENTRESS | 2.2% | 2.0% | 0.0% | 2.9% | 3.4% |
| JACKSON | 0.5% | 0.3% | -1.6% | 1.2% | 1.6% |
| MACON | -1.5% | -1.7% | -3.6% | -0.8% | -0.3% |
| OVERTON | 5.2% | 5.0% | 3.0% | 5.9% | 6.4% |
| PICKETT | 3.6% | 3.4% | 1.4% | 4.4% | 4.8% |
| PUTNAM | 1.4% | 1.2% | -0.7% | 2.2% | 2.6% |
| SMITH | 3.4% | 3.2% | 1.2% | 4.1% | 4.6% |
| VAN BUREN | 3.8% | 3.6% | 1.6% | 4.6% | 5.0% |
| WARREN | 5.4% | 5.2% | 3.2% | 6.1% | 6.6% |
| WHITE | 2.0% | 1.9% | -0.1% | 2.8% | 3.2% |
| Total | 2.2% | 1.9% | -0.2% | 2.9% | 4.4% |
| SOUTHEAST TENNESSEE REGION | | | | | |
| BLEDSON | 1.2% | 1.0% | -0.9% | 1.9% | 2.4% |
| BRADLEY | 5.4% | 5.2% | 3.2% | 6.2% | 6.6% |
| GRUNDY | 3.4% | 3.2% | 1.3% | 4.2% | 4.7% |
| HAMILTON | -1.8% | -0.1% | -3.8% | -1.1% | -0.6% |
| MCMINN | 4.8% | 4.6% | 2.6% | 5.6% | 6.0% |
| MARION | 3.6% | 3.5% | 1.5% | 4.4% | 4.9% |
| MEIGS | 2.6% | 2.4% | 0.5% | 3.4% | 3.8% |
| POLK | 1.4% | 1.2% | -0.7% | 2.2% | 2.6% |
| RHEA | 4.2% | 4.0% | 2.0% | 5.0% | 5.4% |
| SEQUATCHIE | 4.0% | 3.8% | 1.8% | 4.8% | 5.2% |
| Total | -0.3% | 0.7% | -2.5% | 0.5% | 1.6% |

Table H: Percent Change Over Revised 2001 by Region

2002 Impact of Travel on Tennessee**Table H: Percent Change Over Revised 2001 by Region (Continued)**

| <u>Region/County</u> | <u>Expenditures</u> <u>(\$ Millions)</u> | <u>Payroll</u> <u>(\$ Millions)</u> | <u>Employment</u> <u>(Thousands)</u> | <u>State Tax</u> <u>Receipts</u> <u>(\$ Millions)</u> | <u>Local Tax</u> <u>Receipts</u> <u>(\$ Millions)</u> |
|---------------------------------------|---|--|---|---|---|
| MID-CUMBERLAND REGION | | | | | |
| CHEATHAM | 7.4% | 7.2% | 5.2% | 8.2% | 8.7% |
| DAVIDSON | 1.0% | 2.7% | -1.1% | 1.7% | 2.2% |
| DICKSON | 1.3% | 1.1% | -0.8% | 2.0% | 2.5% |
| HOUSTON | -1.6% | -1.8% | -3.7% | -0.9% | -0.4% |
| HUMPHREYS | 4.2% | 4.0% | 2.0% | 5.0% | 5.4% |
| MONTGOMERY | 7.6% | 7.4% | 5.3% | 8.4% | 8.9% |
| ROBERTSON | 0.3% | 0.1% | -1.8% | 1.0% | 1.5% |
| RUTHERFORD | 5.3% | 5.1% | 3.1% | 6.1% | 6.5% |
| STEWART | 0.5% | 0.3% | -1.6% | 1.2% | 1.6% |
| SUMNER | 5.7% | 5.5% | 3.5% | 6.5% | 7.0% |
| TROUSDALE | 1.6% | 1.5% | -0.5% | 2.4% | 2.8% |
| WILLIAMSON | 7.9% | 7.7% | 5.6% | 8.7% | 9.1% |
| WILSON | 9.7% | 9.5% | 7.4% | 10.5% | 11.0% |
| Total | 1.9% | 3.0% | -0.5% | 2.8% | 3.0% |
| SOUTH CENTRAL TENNESSEE REGION | | | | | |
| BEDFORD | 0.4% | 0.2% | -1.7% | 1.1% | 1.6% |
| COFFEE | 3.0% | 2.8% | 0.8% | 3.7% | 4.2% |
| FRANKLIN | -4.4% | -4.6% | -6.4% | -3.7% | -3.3% |
| GILES | 2.0% | 1.8% | -0.1% | 2.8% | 3.2% |
| HICKMAN | 1.3% | 1.1% | -0.8% | 2.0% | 2.5% |
| LAWRENCE | 2.0% | 1.8% | -0.1% | 2.8% | 3.2% |
| LEWIS | 4.6% | 4.4% | 2.4% | 5.4% | 5.8% |
| LINCOLN | 1.3% | 1.2% | -0.8% | 2.1% | 2.5% |
| MARSHALL | 2.0% | 1.8% | -0.1% | 2.8% | 3.2% |
| MAURY | 4.1% | 3.9% | 1.9% | 4.9% | 5.3% |
| MOORE | 3.5% | 3.3% | 1.3% | 4.3% | 4.7% |
| PERRY | 0.3% | 0.1% | -1.8% | 1.0% | 1.5% |
| WAYNE | 1.4% | 1.2% | -0.7% | 2.2% | 2.6% |
| Total | 2.2% | 2.0% | 0.1% | 2.9% | 2.7% |

Table H: Percent Change Over Revised 2001 by Region

| 2002 Impact of Travel on Tennessee | | | | | |
|--|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table H: Percent Change Over Revised 2001 by Region (Continued) | | | | | |
| <u>Region/County</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| NORTHWEST TENNESSEE REGION | | | | | |
| BENTON | 8.9% | 8.7% | 6.7% | 9.7% | 10.2% |
| CARROLL | -4.4% | -4.6% | -6.4% | -3.7% | -3.3% |
| CROCKETT | 4.0% | 3.8% | 1.8% | 4.8% | 5.2% |
| DYER | -1.7% | -1.9% | -3.7% | -0.9% | -0.5% |
| GIBSON | -2.2% | -2.4% | -4.2% | -1.5% | -1.0% |
| HENRY | 0.1% | 0.0% | -1.9% | 0.9% | 1.3% |
| LAKE | -1.7% | -1.9% | -3.8% | -1.0% | -0.5% |
| OBION | -0.4% | -0.6% | -2.5% | 0.3% | 0.7% |
| WEAKLEY | -0.8% | -1.0% | -2.9% | -0.1% | 0.3% |
| Total | -0.2% | -0.3% | -2.3% | 0.6% | 2.1% |
| SOUTHWEST TENNESSEE REGION | | | | | |
| CHESTER | 3.5% | 3.3% | 1.3% | 4.2% | 4.7% |
| DECATUR | 4.6% | 4.4% | 2.4% | 5.4% | 5.8% |
| HARDEMAN | -8.2% | -8.3% | -10.1% | -7.5% | -7.1% |
| HARDIN | 4.3% | 4.1% | 2.1% | 5.0% | 5.5% |
| HAYWOOD | -4.1% | -4.3% | -6.1% | -3.4% | -3.0% |
| HENDERSON | 0.6% | 0.4% | -1.5% | 1.4% | 1.8% |
| MCNAIRY | -2.1% | -2.3% | -4.2% | -1.4% | -1.0% |
| MADISON | 3.0% | 2.8% | 0.8% | 3.8% | 4.2% |
| Total | 1.5% | 1.6% | -0.3% | 2.2% | 2.6% |
| MEMPHIS DELTA REGION | | | | | |
| FAYETTE | 0.2% | 0.1% | -1.9% | 1.0% | 1.4% |
| LAUDERDALE | 0.1% | -0.1% | -2.0% | 0.8% | 1.2% |
| SHELBY | 1.1% | 2.8% | -1.0% | 1.8% | 2.3% |
| TIPTON | 0.4% | 0.3% | -1.7% | 1.2% | 1.6% |
| Total | 1.1% | 2.8% | -1.0% | 1.8% | 2.3% |
| STATE TOTALS | 1.7% | 2.8% | -0.6% | 2.5% | 3.0% |

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Table I: Alphabetical by Region, Revised 2001

2002 Impact of U.S. Resident Travel on Tennessee**Table I: Alphabetical by Region, Revised 2001**

| | Expenditures (\$ Millions) | Payroll (\$ Millions) | Employment (Thousands) | State Tax Receipts (\$ Millions) | Local Tax Receipts (\$ Millions) |
|-----------------------------------|-------------------------------|--------------------------|---------------------------|--|--|
| NORTHEAST TENNESSEE REGION | | | | | |
| CARTER | \$20.09 | \$3.22 | 0.16 | \$1.28 | \$1.26 |
| GREENE | 51.52 | 9.75 | 0.53 | 3.23 | 1.37 |
| HANCOCK | 0.88 | 0.12 | 0.01 | 0.05 | 0.18 |
| HAWKINS | 22.11 | 3.94 | 0.21 | 1.31 | 1.22 |
| JOHNSON | 7.06 | 1.42 | 0.07 | 0.42 | 0.54 |
| SULLIVAN | 195.11 | 61.57 | 2.70 | 11.20 | 5.33 |
| UNICOI | 6.05 | 1.51 | 0.08 | 0.35 | 0.49 |
| WASHINGTON | 137.85 | 28.21 | 1.66 | 8.44 | 3.20 |
| Total | \$440.68 | \$109.72 | 5.41 | \$26.30 | \$13.60 |
| EAST TENNESSEE REGION | | | | | |
| ANDERSON | \$66.86 | \$13.09 | 0.81 | \$4.23 | \$1.43 |
| BLOUNT | 173.53 | 52.71 | 2.43 | 10.00 | 5.95 |
| CAMPBELL | 37.31 | 7.65 | 0.46 | 2.21 | 1.93 |
| CLAIBORNE | 10.99 | 2.16 | 0.12 | 0.65 | 0.82 |
| COCKE | 28.75 | 6.33 | 0.42 | 1.72 | 1.27 |
| GRAINGER | 11.37 | 2.06 | 0.09 | 0.66 | 2.19 |
| HAMBLEN | 55.27 | 9.58 | 0.54 | 3.48 | 1.22 |
| JEFFERSON | 32.59 | 6.71 | 0.35 | 2.01 | 2.38 |
| KNOX | 563.88 | 211.66 | 8.73 | 30.95 | 13.49 |
| LOUDON | 26.73 | 5.11 | 0.31 | 1.68 | 0.67 |
| MONROE | 25.58 | 5.15 | 0.28 | 1.53 | 1.73 |
| MORGAN | 3.01 | 0.38 | 0.01 | 0.19 | 0.38 |
| ROANE | 37.80 | 6.92 | 0.40 | 2.35 | 1.96 |
| SCOTT | 7.97 | 1.41 | 0.09 | 0.46 | 0.47 |
| SEVIER | 1,082.83 | 298.02 | 17.49 | 60.64 | 31.48 |
| UNION | 4.58 | 0.85 | 0.03 | 0.27 | 0.68 |
| Total | \$2,169.05 | \$629.81 | 32.57 | \$123.03 | \$68.06 |

Table I: Alphabetical by Region, Revised 2001

2002 Impact of U.S. Resident Travel on Tennessee**Table I: Alphabetical by Region, Revised 2001 (Continued)**

| | Expenditures (\$ Millions) | Payroll (\$ Millions) | Employment (Thousands) | State Tax Receipts (\$ Millions) | Local Tax Receipts (\$ Millions) |
|-----------------------------------|-------------------------------|--------------------------|---------------------------|--|--|
| UPPER CUMBERLAND REGION | | | | | |
| CANNON | \$2.75 | \$0.31 | 0.01 | \$0.18 | \$0.19 |
| CLAY | 5.03 | 1.28 | 0.05 | 0.29 | 0.44 |
| CUMBERLAND | 73.05 | 18.22 | 1.00 | 4.30 | 3.05 |
| DEKALB | 22.96 | 5.24 | 0.24 | 1.34 | 3.01 |
| FENTRESS | 8.89 | 1.62 | 0.09 | 0.54 | 0.60 |
| JACKSON | 1.71 | 0.28 | 0.01 | 0.11 | 0.21 |
| MACON | 4.62 | 0.80 | 0.05 | 0.28 | 0.24 |
| OVERTON | 5.15 | 0.84 | 0.04 | 0.33 | 0.32 |
| PICKETT | 5.25 | 1.31 | 0.05 | 0.30 | 0.76 |
| PUTNAM | 67.01 | 12.51 | 0.78 | 4.15 | 1.36 |
| SMITH | 6.95 | 1.04 | 0.05 | 0.44 | 0.30 |
| VAN BUREN | 6.59 | 1.73 | 0.07 | 0.38 | 0.69 |
| WARREN | 18.15 | 3.28 | 0.17 | 1.12 | 0.73 |
| WHITE | 11.53 | 1.47 | 0.07 | 0.77 | 0.54 |
| Total | \$239.65 | \$49.94 | 2.69 | \$14.52 | \$12.46 |
| SOUTHEAST TENNESSEE REGION | | | | | |
| BLED SOE | \$2.65 | \$0.44 | 0.02 | \$0.16 | \$0.42 |
| BRADLEY | 77.97 | 14.95 | 0.94 | 4.93 | 1.65 |
| GRUNDY | 5.43 | 0.76 | 0.02 | 0.34 | 0.96 |
| HAMILTON | 543.30 | 137.91 | 7.34 | 32.18 | 11.95 |
| MCMINN | 24.45 | 4.20 | 0.25 | 1.52 | 0.60 |
| MARION | 19.98 | 3.85 | 0.23 | 1.22 | 0.72 |
| MEIGS | 5.56 | 1.13 | 0.04 | 0.32 | 0.72 |
| POLK | 16.26 | 4.47 | 0.20 | 0.94 | 1.50 |
| RHEA | 21.45 | 4.38 | 0.24 | 1.30 | 1.43 |
| SEQUATCHIE | 4.43 | 0.76 | 0.03 | 0.27 | 0.33 |
| Total | \$721.49 | \$172.84 | 9.31 | \$43.17 | \$20.29 |

Table I: Alphabetical by Region, Revised 2001

2002 Impact of U.S. Resident Travel on Tennessee**Table I: Alphabetical by Region, Revised 2001 (Continued)**

| | Expenditures (\$ Millions) | Payroll (\$ Millions) | Employment (Thousands) | State Tax Receipts (\$ Millions) | Local Tax Receipts (\$ Millions) |
|---------------------------------------|-------------------------------|--------------------------|---------------------------|--|--|
| MID-CUMBERLAND REGION | | | | | |
| CHEATHAM | \$11.73 | \$2.39 | 0.12 | \$0.69 | \$0.40 |
| DAVIDSON | 2,978.15 | 1,459.51 | 57.44 | 149.00 | 75.85 |
| DICKSON | 35.79 | 7.25 | 0.47 | 2.20 | 0.87 |
| HOUSTON | 4.20 | 0.76 | 0.04 | 0.25 | 0.45 |
| HUMPHREYS | 21.61 | 4.70 | 0.26 | 1.19 | 1.42 |
| MONTGOMERY | 97.28 | 18.99 | 1.12 | 6.29 | 1.85 |
| ROBERTSON | 22.78 | 3.77 | 0.21 | 1.53 | 0.61 |
| RUTHERFORD | 143.75 | 27.49 | 1.67 | 9.03 | 3.07 |
| STEWART | 5.17 | 0.80 | 0.03 | 0.31 | 0.77 |
| SUMNER | 62.32 | 12.01 | 0.70 | 3.93 | 1.42 |
| TROUSDALE | 2.41 | 0.32 | 0.02 | 0.15 | 0.08 |
| WILLIAMSON | 153.65 | 30.00 | 1.77 | 9.42 | 3.14 |
| WILSON | 63.30 | 13.22 | 0.73 | 3.90 | 1.87 |
| Total | \$3,602.15 | \$1,581.19 | 64.60 | \$187.88 | \$91.82 |
| SOUTH CENTRAL TENNESSEE REGION | | | | | |
| BEDFORD | \$19.71 | \$3.98 | 0.22 | \$1.19 | \$0.77 |
| COFFEE | 44.70 | 9.18 | 0.55 | 2.73 | 1.17 |
| FRANKLIN | 14.29 | 2.49 | 0.13 | 0.91 | 0.67 |
| GILES | 14.91 | 2.52 | 0.14 | 0.95 | 0.64 |
| HICKMAN | 5.28 | 0.90 | 0.04 | 0.32 | 0.51 |
| LAWRENCE | 24.84 | 4.28 | 0.22 | 1.61 | 0.68 |
| LEWIS | 3.96 | 0.73 | 0.05 | 0.24 | 0.19 |
| LINCOLN | 13.81 | 2.27 | 0.13 | 0.90 | 0.44 |
| MARSHALL | 16.35 | 3.24 | 0.17 | 1.04 | 0.43 |
| MAURY | 65.46 | 10.83 | 0.62 | 4.11 | 1.36 |
| MOORE | 1.01 | 0.17 | 0.01 | 0.06 | 0.05 |
| PERRY | 4.73 | 0.77 | 0.02 | 0.26 | 1.24 |
| WAYNE | 7.72 | 1.55 | 0.08 | 0.46 | 0.49 |
| Total | \$236.77 | \$42.92 | 2.37 | \$14.79 | \$8.64 |

Table I: Alphabetical by Region, Revised 2001

2002 Impact of U.S. Resident Travel on Tennessee**Table I: Alphabetical by Region, Revised 2001 (Continued)**

| | Expenditures (\$ Millions) | Payroll (\$ Millions) | Employment (Thousands) | State Tax Receipts (\$ Millions) | Local Tax Receipts (\$ Millions) |
|-----------------------------------|-------------------------------|--------------------------|---------------------------|--|--|
| NORTHWEST TENNESSEE REGION | | | | | |
| BENTON | \$14.95 | \$2.80 | 0.14 | \$0.95 | \$1.59 |
| CARROLL | 12.59 | 2.02 | 0.11 | 0.78 | 0.48 |
| CROCKETT | 5.35 | 0.99 | 0.06 | 0.32 | 0.23 |
| DYER | 27.53 | 5.39 | 0.34 | 1.75 | 0.65 |
| GIBSON | 23.25 | 3.22 | 0.17 | 1.56 | 0.69 |
| HENRY | 37.37 | 7.29 | 0.32 | 2.23 | 4.77 |
| LAKE | 8.56 | 2.09 | 0.13 | 0.50 | 0.64 |
| OBION | 32.85 | 6.42 | 0.36 | 2.03 | 0.99 |
| WEAKLEY | 12.37 | 2.05 | 0.11 | 0.77 | 0.42 |
| Total | \$174.83 | \$32.26 | 1.75 | \$10.88 | \$10.45 |
| SOUTHWEST TENNESSEE REGION | | | | | |
| CHESTER | \$5.42 | \$0.65 | 0.03 | \$0.37 | \$0.17 |
| DECATUR | 7.47 | 1.16 | 0.04 | 0.46 | 1.32 |
| HARDEMAN | 17.76 | 2.93 | 0.16 | 1.12 | 1.01 |
| HARDIN | 23.68 | 4.55 | 0.20 | 1.47 | 2.02 |
| HAYWOOD | 10.67 | 1.77 | 0.09 | 0.69 | 0.47 |
| HENDERSON | 15.10 | 2.50 | 0.14 | 0.96 | 0.48 |
| MCNAIRY | 7.19 | 1.18 | 0.06 | 0.44 | 0.40 |
| MADISON | 117.97 | 25.96 | 1.61 | 7.18 | 2.53 |
| Total | \$205.26 | \$40.70 | 2.32 | \$12.70 | \$8.40 |
| MEMPHIS DELTA REGION | | | | | |
| FAYETTE | \$4.82 | \$0.70 | 0.03 | \$0.29 | \$0.26 |
| LAUDERDALE | 11.83 | 1.81 | 0.09 | 0.72 | 0.94 |
| SHELBY | 2,302.13 | 1,685.07 | 50.87 | 103.38 | 64.36 |
| TIPTON | 17.16 | 2.71 | 0.15 | 1.12 | 0.55 |
| Total | \$2,335.94 | \$1,690.30 | 51.14 | \$105.51 | \$66.12 |
| STATE TOTALS | \$10,125.81 | \$4,349.67 | \$172.16 | \$538.78 | \$299.85 |

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Table J: Region Total, 2002

| 2002 Impact of U.S. Resident Travel on Tennessee | | | | | |
|---|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table J: Region Total, 2002 | | | | | |
| <u>Region</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| NORTHEAST | \$448.54 | \$112.91 | 5.40 | \$26.95 | \$14.05 |
| EAST | 2,227.23 | 650.32 | 32.77 | 127.36 | 70.80 |
| UPPER CUMBERLAND | 244.86 | 50.90 | 2.68 | 14.95 | 13.01 |
| SOUTHEAST | 719.68 | 174.13 | 9.07 | 43.38 | 20.61 |
| MID-CUMBERLAND | 3,671.10 | 1,628.36 | 64.25 | 193.10 | 94.60 |
| SOUTH CENTRAL | 241.95 | 43.77 | 2.38 | 15.22 | 8.88 |
| NORTHWEST | 174.52 | 32.17 | 1.71 | 10.94 | 10.67 |
| SOUTHWEST | 208.39 | 41.35 | 2.32 | 12.98 | 8.63 |
| MEMPHIS DELTA | <u>2,361.70</u> | <u>1,738.04</u> | <u>50.62</u> | <u>107.36</u> | <u>67.63</u> |
| STATE TOTALS | \$10,297.98 | \$4,471.96 | 171.19 | \$552.25 | \$308.86 |

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Table K: Region Total, Revised 2001

| 2002 Impact of U.S. Resident Travel on Tennessee | | | | | |
|---|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table K: Region Total, Revised 2001 | | | | | |
| <u>Region</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| NORTHEAST | \$440.68 | \$109.72 | 5.41 | \$26.30 | \$13.60 |
| EAST | 2,169.05 | 629.81 | 32.57 | 123.03 | 68.06 |
| UPPER CUMBERLAND | 239.65 | 49.94 | 2.69 | 14.52 | 12.46 |
| SOUTHEAST | 721.49 | 172.84 | 9.31 | 43.17 | 20.29 |
| MID-CUMBERLAND | 3,602.15 | 1,581.19 | 64.60 | 187.88 | 91.82 |
| SOUTH CENTRAL | 236.77 | 42.92 | 2.37 | 14.79 | 8.64 |
| NORTHWEST | 174.83 | 32.26 | 1.75 | 10.88 | 10.45 |
| SOUTHWEST | 205.26 | 40.70 | 2.32 | 12.70 | 8.40 |
| MEMPHIS DELTA | 2,335.94 | 1,690.30 | 51.14 | 105.51 | 66.12 |
| STATE TOTALS | \$10,125.81 | \$4,349.67 | 172.16 | \$538.78 | \$299.85 |

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Table L: Percent Change Over Revised 2001 by Region Total

| 2002 Impact of Travel on Tennessee | | | | | |
|--|---------------------------------------|----------------------------------|-----------------------------------|---|---|
| Table L: Percent Change Over Revised 2001 by Region Total | | | | | |
| <u>Region</u> | <u>Expenditures (\$ Millions)</u> | <u>Payroll (\$ Millions)</u> | <u>Employment (Thousands)</u> | <u>State Tax Receipts (\$ Millions)</u> | <u>Local Tax Receipts (\$ Millions)</u> |
| NORTHEAST | 1.8% | 2.9% | -0.3% | 2.5% | 3.3% |
| EAST | 2.7% | 3.3% | 0.6% | 3.5% | 4.0% |
| UPPER CUMBERLAND | 2.2% | 1.9% | -0.2% | 2.9% | 4.4% |
| SOUTHEAST | -0.3% | 0.7% | -2.5% | 0.5% | 1.6% |
| MID-CUMBERLAND | 1.9% | 3.0% | -0.5% | 2.8% | 3.0% |
| SOUTH CENTRAL | 2.2% | 2.0% | 0.1% | 2.9% | 2.7% |
| NORTHWEST | -0.2% | -0.3% | -2.3% | 0.6% | 2.1% |
| SOUTHWEST | 1.5% | 1.6% | -0.3% | 2.2% | 2.6% |
| MEMPHIS DELTA | 1.1% | 2.8% | -1.0% | 1.8% | 2.3% |
| STATE TOTALS | 1.7% | 2.8% | -0.6% | 2.5% | 3.0% |

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APPENDICES

Appendix A: Revised TravelScope Data

| U.S. Resident Travel Volumes, 1994-2002 (Millions) | | | | |
|---|---------------------|----------------|---------------------------------|--------------------------------------|
| <u>Year</u> | <u>Person-Trips</u> | <u>Leisure</u> | <u>Business/ Convention</u> | <u>Combined Business/Leisure</u> |
| 1994 | 1,038.7 | 800.9 | 162.8 | 75.0 |
| 1995 | 1,065.7 | 820.0 | 167.2 | 78.5 |
| 1996 | 1,067.4 | 828.8 | 162.8 | 75.8 |
| 1997 | 1,101.9 | 862.9 | 160.7 | 78.3 |
| 1998 | 1,108.0 | 862.6 | 165.5 | 79.9 |
| 1999 | 1,089.4 | 848.6 | 164.3 | 76.5 |
| 2000 | 1,100.8 | 865.7 | 161.5 | 73.6 |
| 2001 | 1,123.1 | 895.5 | 153.1 | 74.5 |
| 2002 | 1,127.0 | 912.3 | 142.3 | 72.3 |

| Travelers To And Through Tennessee, 1997-2002 (Millions) | | | |
|--|--------------|------------------|-----------------|
| <u>Year</u> | <u>Total</u> | <u>Overnight</u> | <u>Day Trip</u> |
| 1997 | 43,083 | 25,339 | 17,744 |
| 1998 | 41,273 | 24,704 | 16,569 |
| 1999 | 40,612 | 24,684 | 15,928 |
| 2000 | 38,504 | 22,754 | 15,749 |
| 2001 | 41,027 | 25,023 | 16,005 |
| 2002 | 42,041 | 25,115 | 16,926 |

Source: TIA

Appendix B: Travel Economic Impact Model

INTRODUCTION

The Travel Economic Impact Model (TEIM) was developed by the research department at TIA (formerly known as the U.S. Travel Data Center) to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model comprised of 16 travel categories. The TEIM estimates travel expenditures and the resulting business receipts, employment, personal income, and tax receipts generated by these expenditures.

The TEIM has the capability of estimating the economic impact of various types of travel, such as business and vacation, by transport mode and type of accommodations used, and other trip and traveler characteristics.

The revised TEIM has been used to develop estimates of 1987 and subsequent year travel expenditures and the effect of these expenditures on employment, payroll, and tax revenue in each of the 50 states and the District of Columbia. TIA has also produced a time series of estimates for the years 1977-87 through the revised TEIM. The County Impact Component of the TEIM allows estimates of the economic impact of travel at the county and city level.

DEFINITION OF TERMS

There is no commonly accepted definition of travel in use at this time. For the purposes of the estimates herein, *travel* is defined as activities associated with all overnight trips away from home in paid accommodations and day trips to places 50 miles or more, one way, from the traveler's origin. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes day trips to places less than 50 miles away from home.

The word *tourism* is avoided in this report because of its vague meaning. Some define tourism as all travel away from home while others use the dictionary definition that limits tourism to personal or pleasure travel.

The *travel industry*, as used herein, refers to the collection of 16 types of businesses that provide goods and services to the traveler or potential traveler at the retail level (see Appendix C: Glossary of Terms). With the exception of Amtrak and second home ownership and rental, these business types are defined by the Office of Management and Budget in the 1997 North American Industry Classification System (NAICS) and well as in its predecessor, the 1987 Standard Industrial Classification System (SIC). In each case, the relevant NAICS and SIC codes are included.

A *travel expenditure* is assumed to take place whenever a traveler exchanges money for an activity considered part of his/her trip. Total travel expenditures are separated into 16 categories representing traveler purchases of goods and services at the retail level. One category, travel agents, receives no travel expenditures as these purchases are allocated to the category (i.e. air

transportation) actually providing the final good or service to the traveler. Travel expenditures are allocated among states by simulating where the exchange of money for goods or service actually took place. By their nature, some travel expenditures are assumed to occur at the traveler's origin, some at his/her destination, and some enroute.

Economic impact is represented by measures of spending, employment, payroll, business receipts, and tax revenues generated by traveler spending. *Payroll* includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay and the value of payments in kind paid during the year to all employees. Payroll is reported before deductions for social security, income tax insurance, union dues, etc. This definition follows that used by the U.S. Census Bureau in the quinquennial Census of Service Industries.

Employment represents the number of jobs generated by traveler spending, both full and part-time. As such, it is consistent with the U.S. Department of Labor series on nonagricultural payroll employment. *Tax revenues* include corporate income, individual income, sales, and gross receipts, and excise taxes by level of government. *Business receipts* reflect travel expenditures less the sales and excise taxes imposed on those expenditures.

DESCRIPTION OF THE MODEL

The basic data on travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights spent away from home spent by type of accommodation) are available from TIA's Travel Surveys and Smith Travel Research's Hotel and Motel Survey. Generally, the TEIM combines the activity levels for trips to places within the United States with the appropriate average costs of each unit of travel activity, (e.g., cost per mile by mode of transport, cost per night by type of accommodation), to produce estimates of the total amount spent on each of 16 categories of travel-related goods and services by state. For example, the number of nights spent by travel parties in campgrounds in Tennessee is multiplied by the average cost per night per travel party of staying in a campground facility in Tennessee to obtain the estimate of traveler expenditures for camping accommodations.

The Economic Impact Component of the TEIM estimates travel generated business receipts, employment, and payroll. Basically, the 16 travel categories are associated with a type of travel-related business. For example, traveler spending on commercial lodging in a state is related to the business receipts, employment and payroll of hotels, motels and motor hotels (SIC 701; NAICS 7211) in the state. It is assumed that travel spending in each category, less sales and excise taxes, equals business receipts for the related business type as defined by the U.S. Census Bureau.

It is assumed that each job in a specific type of business in a state is supported by some amount of business receipts and that each dollar of wages and salaries is similarly supported by some dollar volume of business receipts. The ratios of employment to business receipts are computed for each industry in each state. These ratios are then multiplied by the total amount of business receipts generated by traveler spending in a particular type of business to obtain the measures of travel generated employment and payroll of each type of business in each state. For example, the ratio of employees to business receipts in Tennessee commercial lodging establishments is

multiplied by travel generated business receipts of these establishments to obtain traveler-generated employment in commercial lodging. A similar process is used for the payroll estimates.

The Fiscal Impact Component of the TEIM is used to estimate traveler generated tax revenues of federal, state, and local governments. The yield of each type of tax is related to the best measure of the relevant tax base available for each state consistent with the output of the Economic Impact Component. The ratios of yield to base for each type of tax in each state is then applied to the appropriate primary level output to obtain estimates of tax receipts generated by travel. For example, the ratio of Tennessee state personal income tax collections to payroll in the state is applied to total travel generated payroll to obtain the estimate of state personal income tax receipts attributable to traveler spending in Tennessee.

The 1987 benchmark estimates of travel expenditures, and travel generated employment, payroll and federal, state and local tax revenue, are updated for each successive year. Data from the U.S. Bureau of the Census, Smith Travel Research, Enos Foundation, Runzheimer International, Cruise Lines International Association, Prentice-Hall, U.S. Department of Labor's Consumer Expenditure Survey and ES-202, American Society of Travel Agents, the Federal Aviation Administration, the Department of Transportation, Amtrak, the Federal Highway Administration, state revenue departments, TIA's Travel Survey and other sources are used for this purpose. These data indicate the change in travel spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue.

LIMITATIONS OF THE STUDY

This study is designed to indicate the impact of U.S. traveler expenditures on employment, payroll, business receipts, and tax revenue in each of the states. These impact estimates reflect the limitations inherent in the definition of travel expenditures. Two important classes of travel-related expenses have not been estimated due to various reasons. Consumers purchase certain goods and services in anticipation of a trip away from home. These include sports equipment (tennis racquet, skis, scuba gear, etc.), travel books and guides, and services such as language lessons and lessons for participatory sports (tennis, skiing, underwater diving, etc.). The magnitude of these purchases in preparation for a trip cannot be quantified due to lack of sound, relevant data.

The second type of spending not covered due to lack of sufficient data is the purchase of major consumer durables generally related to outdoor recreation on trips. Further research is required in this area to determine to what extent pre-trip spending on consumer durable products can justifiably be included within a travel economic impact study.

Appendix C: Glossary of Terms

Automobile Transportation Expenditures. This category includes a prorated share of the fixed costs of owning an automobile, truck, camper, or other recreational vehicle, such as insurance, license fees, tax, and depreciation costs. Also included are the variable costs of operating an automobile, truck, camper, or other recreational vehicle on a trip, such as gasoline, oil, tires, and repairs. The costs of renting an automobile or other motor vehicle are included in this category as well.

Entertainment/Recreation Expenditures. Traveler spending on recreation facility user fees, admissions at amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Food Expenditures. Traveler spending in commercial eating facilities and grocery stores or carryouts, as well as on food purchased for off-premise consumption.

Incidental Purchase Expenditures. Traveler spending on retail trade purchases including gifts for others, medicine, cosmetics, clothing, personal services, souvenirs, and other items of this nature.

Lodging Expenditures. Traveler spending on hotels and motels, campgrounds and trailer parks, rental of vacation homes and other types of lodging.

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportation, and taxicab or limousine service between airports and central cities. Also included are expenditures on "other transportation" as indicated in the National Travel Survey.

Tourism. Generally avoided in this study, this can be used to refer to pleasure or personal travel, a subset of travel.

Travel. The act of taking a "trip".

Traveler. Person taking a "trip".

Travel Expenditure. The exchange of money or the promise of money for goods or services while traveling, including any advance purchase of public transportation tickets, lodging or other items normally considered incidental to travel, but which may be purchased in advance of the trip. In addition, certain of the "fixed" or capital costs of owning a motor vehicle (including campers, motor homes, etc.) or a vacation or second home are included as associated with taking a trip.

Generally, expenditures are assumed to take place at the point where the good or service is bought while traveling. The two exceptions to this rule are that the fixed costs of operating a motor vehicle while on a trip are allocated to the traveler's area of residence, and the "imputed rent" of spending nights in the traveler's own vacation home is allocated to the area visited.

Travel-generated Employment. The number of jobs attributable to travel expenditures in an area.

These estimates of employment follow the "establishment payroll survey definition" rather than the "household survey definition." Consequently, the TEIM estimates are more closely related to the number of jobs than to the number of employees. For a detailed description of the household and establishment survey differences, please refer to <http://www.bls.gov/lau/lauhvse.htm>.

Travel-generated Payroll. This is the payroll, or wage and salary income, attributable to travel expenditures in an area. Payroll includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay, and the value of payments in kind (such as free meals and lodging) paid during the year to all employees. Tips and gratuities received by employees from patrons and reported to employers are included. For corporations, it includes amounts paid to officers and executives; for unincorporated businesses, it does not include profit or other compensation of proprietors or partners. Payroll is reported before deductions for social security, income tax, insurance, union dues, etc.

Travel-generated Tax Receipts. Those federal, state and local tax revenues attributable to travel in an area. For a given state locality, all or some of the taxes may apply. "Local" includes county, city or municipality, and township units of government actually collecting the receipts and not the level that may end up receiving it through intergovernmental transfers.

Federal. These receipts include corporate income taxes, individual income taxes, employment taxes, gasoline excise taxes, and airline ticket taxes.

State. These receipts include corporate income taxes, individual income taxes, sales and gross receipts taxes, and excise taxes.

Local. These include county and city receipts from individual and corporate income taxes, sales, excise and gross receipts taxes, and property taxes.

Travel-generated Wage and Salary Income. The same as "travel-generated payroll."

Trip. A trip occurs, for the purpose of the model, every time one or more persons goes to a place 50 miles or more, each way, from home in one day, or is out of town one or more nights in paid accommodations, and returns to his/her origin. Specifically excluded from this definition are: (1) travel as part of an operating crew on a train, plane, bus, truck or ship; (2) commuting to a place of work; (3) student trips to school or those taken while in school.

Appendix D: Travel-Related Industry Measurement

SIC-NAICS TRANSITION

As described in Appendix A, the 16 types of travel categories used in TEIM are associated with types of travel-related businesses. For many years, TIA selected these business types using 1987 U.S. Standard Industrial Classification (SIC) system codes.

The SIC system has been used for decades with tremendous success to classify all businesses in the U.S. by the types of products or services they make available. To its credit, the SIC system has facilitated the collection, tabulation and analysis of data. It has also promoted “apples-to-apples” comparability in statistical analyses. At the industry group level, SIC Codes report industry groups as 2- or 3-digit categories to 4 digits at their most specific.

However, as a direct consequence of rapid and widespread structural changes throughout the American economy in recent years, the SIC system has become largely outdated. Therefore, its business classification capabilities have become increasingly less than optimal.

In 1998, the United States Office of Management and Budget published a new industry classification system – the 1997 (and 2002 update) North American Industry Classification System (NAICS) to replace the SIC system. In contrast, the 2- to 6-digit NAICS industry classification system includes more useful and detailed economic data and provides a more comprehensive statistical representation of our industry. NAICS offers four major advantages over the SIC system:

Relevance: NAICS identifies hundreds of new, emerging, and advanced technology industries. Perhaps most important in terms of quantification of travel-related activity, NAICS reorganizes industries into more meaningful sectors, especially in the service-producing segments of the economy. A few examples of travel-related industries that are separately recognized for the first time:

- Convenience stores
- Gas stations with convenience stores
- Casino hotels
- Casinos
- Other gambling industries
- Bed and breakfast inns
- Limited service restaurants

International Comparability: NAICS was developed by the U.S. Office of Management and Budget (OMB) in cooperation with Statistics Canada and Mexico’s Instituto Nacional de Estadística, Geografía e Informática (INEGI). NAICS provides for comparable statistics among the three NAFTA trading partners.

Consistency: NAICS defines industries according to a consistent principle -- businesses that use

similar processes are grouped together.

Adaptability: NAICS will be reviewed *every five years*, so classifications and information keep up with our changing economy.

TEIM: SIC/NAICS INDUSTRY CATEGORIES

With the transition to NAICS, TIA has adjusted its selections of the travel-related business types using the new NAICS codes and brought its travel economic research into conformity with NAICS. For measurement purposes, TIA's Travel Economic Impact Model tracks business activity in seven (7) major travel-related industry groups. These, in turn, are comprised of sixteen (16) business subcategories.

The industry groups and subcategories used in the model are outlined below, followed by a detailed table of SIC and NAICS Codes.

1. Automobile Transportation Industry: Gasoline service stations, motor vehicle/parts dealers and passenger car rental.
2. Entertainment/Recreation Industry: Entertainment, art, and recreation industry.
3. Foodservice Industry: Eating & drinking places, and grocery stores.
4. General Retail Trade Industry: General merchandise group stores and miscellaneous retail stores, including gift and souvenir shops.

Incidental Purchases Industry: See above, *General Retail Trade Industry*.

5. Lodging Industry: This industry includes hotels, motels, and motor hotels, camps and trailer parks.
6. Public Transportation Industry: Air transportation, taxicab companies, interurban & rural bus transportation, railroad passenger transportation (Amtrak) and water passenger transportation. Also is the "dummy" industry of "other transportation."
7. Travel Arrangement Industry: This includes travel agencies, tour operators, and other travel arrangement & reservation services.

1987 SIC – 1997 NAICS:
Selected Travel-Related Categories

| SIC DESCRIPTION(S) | SIC CODE(S) | NAICS DESCRIPTION(S) | NAICS CODE(S) |
|---|----------------|--|---------------------------------------|
| Accommodations | | | |
| <i>Hotels and Motels</i> | 701 | <i>Traveler Accommodation</i> | 7211 |
| <i>Recreational Vehicle Parks & Campsites</i> | 703 | <i>Recreational Vehicle Parks & Campgrounds</i> | 7212 |
| Auto Transportation | | | |
| <i>Passenger Car Rental</i> | 7514 | <i>Passenger Car Rental</i> | 532111 |
| <i>Gasoline Service Stations</i> | 554 | <i>Gasoline Stations with Convenience Stores; Other Gasoline Stations</i> | 447110; 447190 |
| <i>Automotive Dealers</i> | 55 (excl. 554) | <i>Motor Vehicle & Parts Dealers</i> | 4411; 4412; 4413 |
| Entertainment and Recreation | | | |
| <i>Amusement and Recreational Services</i> | 79 | <i>Amusement, Gambling & Recreation Industries</i> | 713 |
| | | <i>Performing Arts, Spectator Sports & Related Industries</i> | 711 |
| <i>Museums, Art Galleries, Botanical and Zoological Gardens</i> | 84 | <i>Museums, Historical Sites & Similar Institutions</i> | 712 |
| Food | | | |
| <i>Eating & Drinking Places (Alcoholic Beverages)</i> | 581 | <i>Foodservices & Drinking Places</i> | 7221; 7222; 7224 |
| <i>Grocery Stores</i> | 541 | <i>Food and Beverage stores</i> | 4451; 4452; 4453 |
| Public Transportation | | | |
| <i>Air Transportation</i> | 45 | <i>Passenger Air Transportation; Airport Support Activities</i> | 481; 4881 |
| <i>Rail - Local & Suburban Transit</i> | 4111 | <i>Rail Transportation</i> | 485112 |
| <i>Interurban & Rural Bus Carriers</i> | 413 | <i>Interurban & Rural Bus Transportation</i> | 4852 |
| <i>Charter Bus/Interstate</i> | 4142 | <i>Charter Bus (interstate/interurban)</i> | 4855102 |
| <i>Taxi & Limousine Services</i> | 412 | <i>Taxi & Limousine Services</i> | 4853 |
| <i>Water Transportation of Passengers</i> | 448 | <i>Water Passenger Transportation</i> | 483112; 483114; 483212 |
| -- | -- | <i>Scenic & Sightseeing Transportation</i> (New industry-includes parts of SICs 4119,4489,4522,4789,7999) | 487 |
| Retail | | | |
| <i>General Merchandise Stores</i> | 53 | <i>General Merchandise Stores</i> | 452 |
| <i>Miscellaneous Retail Stores</i> | 59 | <i>Other Retail Stores</i> | 453; 44611; 4483; 45111; 45112; 45121 |
| Travel Arrangement | | | |
| <i>Travel Arrangement</i> | 472 | <i>Travel Arrangement & Reservation Services</i> (includes travel agencies and tour operators) | 5615 |

Appendix E: Sources of Data

This appendix presents major sources of data used in this report.

Organizations

Air Transport Association
American Automobile Association
Amtrak
American Society of Travel Agents
Bureau of Census, U.S. Department of Commerce
Bureau of Economic Analysis, U.S. Department of Commerce
Bureau of Labor Statistics, U.S. Department of Labor
Federal Aviation Administration, U.S. Department of Transportation
Federal Highway Administration, U.S. Department of Transportation
National Park Service
Tennessee Department of Tourist Development
Tennessee Department of Labor & Workforce Development
Tennessee Department of Revenue
Peterson, Howell & Heather, Inc.
Runzheimer International Ltd.
Smith Travel Research
Office of Travel and Tourism Industries (OTTI)/ITA, U.S. Department of Commerce

Appendix F: RIMS II

REGIONAL INPUT-OUTPUT MODELING SYSTEM

A BRIEF DESCRIPTION

Regional Economic Analysis Division
Bureau of Economic Analysis
U.S. Department of Commerce
Washington, D.C. 20230
(202) 523-0594

RIMS II

Many types of public sector and private sector decisions require an evaluation of probable regional effects. For example, Federal requirements for environmental impact statements and the urban impact of Federal policies necessitate regional impact analyses. A growing concern, therefore, about the effects of public and private decisions has created a demand for regional economic models.

As a result of this demand, economic impact models have been developed for many States and regions. These models vary considerably in terms of structure, reliability, sectoral and geographical detail, flexibility in application, and cost of development and use. In general, the models that provide the most reliable and industrially-detailed secondary impact estimates are the most expensive to construct, while the less costly models that can be used in numerous small-area studies often provide less accurate estimates.

In response to the growing need for improved techniques for regional impact analysis, the Regional Economic Analysis Division of the Bureau of Economic Analysis (BEA) developed the Regional Industrial Multiplier System (RIMS) in the mid-1970's. RIMS was designed to estimate input-output type multipliers for use in estimating the secondary regional impacts of public and private economic development policies. RIMS was capable of estimating multipliers for any region composed of one or more contiguous counties and for any of the 478 industrial sectors in the 1967 BEA national input-output (I-O) table. A significant improvement over the more summary measures often used in regional impact analysis, RIMS was capable of providing reliable multiplier estimates without the high cost of gathering survey data.

The Regional Input-Output Modeling System (RIMS II) is a major revision of RIMS. The basic differences between RIMS II and RIMS are the use of more recent national I-O tables (1972 and 1977), the use of more detailed and more current data for regionalizing the national I-O tables, and greater flexibility in the derivation of regional impact estimates through the use of a matrix inversion technique that provides industrially-disaggregated impacts. RIMS II developmental research is focused currently on estimating regional transactions tables, and comparing RIMS II estimates of state-specific imports and exports with survey-based estimates from the Census Bureau's Commodity Transportation Survey. RIMS II is also being adapted to analyze the regional and industrial impacts of defense procurement.

RIMS II METHODOLOGY

In order to estimate impacts such as those presented above, RIMS II uses the BEA national I-O tables which show the input and output structure of 500 industries. Since firms in all national industries are not found in each region, some direct requirements that are not produced in a study region are identified, using Bureau of Economic Analysis (BEA) 4-digit Standard Industrial Classification (SIC) county earnings data. The earnings data are used as proxies for the industry-specific input and output data which are seldom available at the small-area level. Using the same earning data, the resulting regional I-O table then can be aggregated to the level of industrial detail appropriate for the impact study.

More specifically, the RIMS II approach can be viewed as three-step process. In the first step, the national I-O matrix is made region-specific by using corresponding 4-digit SIC location quotients (LQ's). The LQ's are used to estimate the extent to which requirements are supplied by firms within the region. For this purpose, RIMS II employs LQ's based on two types of data. According to this mixed-LQ approach, BEA county personal income data, by place of residence, are used for the calculation of LQ's in the service sectors, while BEA earnings data, by place of work, are used for the LQ's in the nonservice sectors.

The second step involves estimations of the household row and the household column of the matrix. The household-row coefficients are estimated based on value-added gross-output ratios from the national I-O table and introduced into each industry's coefficient column. A household column is constructed, based on national consumption and savings rate data and national and regional tax rate data.

The last step in the RIMS II estimating procedure is to calculate the multipliers. Since it is most often necessary to trace the impact of changes in final demand on numerous individual directly- and indirectly-affected industries, RIMS II applications employ the Leontief inversion approach for obtaining multipliers. This inversion process produces output and earnings multipliers for all additionally affected industries.

ACCURACY OF RIMS II

Empirical tests of the accuracy of RIMS II multipliers indicates that RIMS II yields estimates that are not substantially different from those generated by regional I-O models based on the costly gathering of survey data. For example, a comparison of 224 industry-specific multipliers from survey based tables for Massachusetts, Washington, and West Virginia indicate that the RIMS II average multipliers overestimate the average multipliers from the survey based tables by approximately 5 percent, and, for the majority of individual industry-specific multipliers is less than 10 percent. In addition, RIMS II and survey multipliers show a statistically-similar distribution of affected industries.

ADVANTAGES OF RIMS II

There are numerous advantages to RIMS II. First, it is possible to provide estimates of economic impact without building a complete survey I-O model for each region under study, since RIMS II produces multipliers that are derived from secondary data sources. Second, the RIMS II multipliers are derived from a limited number of secondary data sources, thus eliminating the costs associated with the compilation of data from a wide variety of these sources. Third, because of the disaggregated sectoring plan employed by RIMS II, analysis maybe performed at a detailed industrial level, thereby avoiding aggregation errors that often occur when different industries are combined. Fourth, the RIMS II multipliers are based on a consistent set of procedures across areas, thus making comparisons among areas more meaningful than would be the case if the results were obtained from incompatible impact models designed only for an individual area. Fifth, the multipliers can be updated to reflect the most recent local area

earning and personal income data. The industrial output and personal earnings impacts estimated by RIMS II can be crucial for estimating effects not directly specified by RIMS II itself. For example, the estimation of regional, fiscal, labor migration, and environmental effects often depends on the estimation of the regional output and earnings impact of the initial stimulus. Since many of these important effects are often best analyzed on a case-by-case basis, one of the major advantages of using RIMS II is that valuable research resources can be spent on the analysis of these effects, rather than on the construction of an impact model. Therefore, when using RIMS II, a cost-effective impact study might devote most of its research budget to specifying initial impacts in industry specific detail, and analyzing the implications for other important aspects of regional economic activity of the RIMS II estimates impacts.

APPLICATIONS OF RIMS II

RIMS II multipliers, like the original RIMS multipliers, can be used in various types of impact studies. For example, the U.S. Nuclear Regulatory Commission has used RIMS II multipliers in the environmental impact statements required for licensing nuclear electricity-generated facilities. The U.S. Department of Housing and Urban Development (HUD) has used RIMS multipliers to assess the effects of various types of urban redevelopment expenditures. Specifically, BEA was able to quantify probable regional impacts based on the size, type, and location of the numerous individuals and groups outside the Federal Government. These multipliers have been used in analyzing the regional economic impacts of various projects, such as the operation of a prototype coal gasification plant, the expansion of port facilities, the reclamation of strip-mined land, the adoption of alternative energy futures, and the construction of mass transit facilities.

In August 1982, Association for University Business and Economic Research (AUBER) published a paper, "RIMS II: Overview and Applications," which, in addition to presenting an annotated review of regional economic modeling approached, describes the results of several recent applications of RIMS II and indicates several on-going RIMS II-based research projects. The paper is contained in Readings in Business and Economic Research (Vol. 3), available from Professor William A. Strang, Secretary-Treasurer of AUBER, Office of Research Administration, Graduate School of Business, University of Wisconsin-Madison, 1155 Observatory Drive, Madison, Wisconsin 53707.

A paper, "Trade in Regional I-O Tables", presented at the 1984 annual meetings of the Southern Regional Science Association, describes ongoing research undertaken (1) to evaluate further the usefulness of the techniques underlying RIMS II, and (2) to extend the RIMS II model beyond the estimation of regional transactions tables, as well as the levels of industry-specific imports and exports by state. As discussed in the paper, the research to date has focused on comparisons of estimates from the Census Bureau's Commodity Transportation Survey with those from RIMS II-based models. The report is available for copying cost (\$10.00) from the Regional Economic

Analysis Division, BE-61, Bureau of Economic Analysis, U.S. Department of Commerce Washington, D.C. 20230.

RIMS II MULTIPLIERS

RIMS II multipliers are intended to show the total regional effects on industrial output and personal earnings for any county or group of counties in the United States and for any of the 500 industrial sectors in the 1972 and 1977 BEA national I-O tables. More specifically, RIMS II multipliers can be used to estimate changes in total regional output and earnings resulting from changes in regional final demand for the output of specific industries. Regional output in the I-O context is similar to sales and includes sales to industries in the region and to final demand. In RIMS II, final demand includes sales to government, other regions, and capital formation.

For example, based on RIMS II multipliers, \$1 million of new warehouse construction in the Denver-Boulder, Colorado MSA would increase personal earnings in the MSA by \$.7 million; the same expenditure in the Wilmington, North Carolina MSA would increase earnings there by \$.5 million. The difference between the earnings impacts in the two MSA's occurs because the Denver-Boulder economy locally provides more of the total input requirements for construction of warehouses than does the Wilmington economy. In general, multipliers are smaller in smaller regional economies. However, multipliers and estimated regional impacts also depend on which industry is initially affected. For example, if the initial \$1 million were spent on the maintenance and repair of streets in Wilmington, the earnings effect there would be \$.7 million, which is the same as the effect of a \$1 million expenditure for warehouse construction in the larger Denver-Boulder metropolitan area.

This overview briefly describes RIMS II multipliers, the multiplier-estimation procedures, and some of the advantages and uses of RIMS II. For additional information, see Regional Input-Output Modeling Systems (RIMS II), which is available from the U.S. Government Printing Office.

Appendix G:

Top 6 Nonagricultural Industries by Payroll and Employment in Tennessee in 2002

Based on total payroll income, travel and tourism was Tennessee's largest industry, generating nearly \$4.6 billion in wages in 2002.

Travel and tourism was also the state's largest employer, providing 175.8 thousand jobs for Tennessee residents in 2002.

Top 6 Industries by Nonfarm Payroll (Tennessee, 2002)

| Rank | NAICS Code* | Industry Name | Total Wages (\$ Millions) |
|------|-------------|-------------------------------------|------------------------------|
| 1 | | Travel & Tourism*** | 4,561,880 |
| 2 | 541 | Professional and technical services | 4,534,596 |
| 3 | 621 | Ambulatory health care services | 4,361,357 |
| 4 | 561 | Administrative and support services | 3,884,550 |
| 5 | 622 | Hospitals | 2,979,858 |
| 6 | 423 | Merchant wholesalers, durable goods | 2,739,444 |

Top 6 Industries by Nonfarm Employment (Tennessee, 2002)

| Rank | NAICS Code* | Industry Name | Total Employment (Thousands) |
|------|-------------|-------------------------------------|------------------------------------|
| 1 | | Travel & Tourism*** | 175.8 |
| 2 | 561 | Administrative and support services | 172.8 |
| 3 | 722 | Food services and drinking places** | 113.6 |
| 4 | 541 | Professional and technical services | 96.2 |
| 5 | 621 | Ambulatory health care services | 91.8 |
| 6 | 622 | Hospitals | 84.1 |

Sources: TIA, U.S. Bureau of Labor Statistics.

Notes: * The 1997 North American Industry Classification System. NAICS 541 includes certain professional and business services (formerly SICs 73, 87). NAICS 561 includes business services NEC (formerly SIC 7389).

** Excludes jobs attributable to the travel and tourism industry.

*** Payroll and employment generated by both domestic and international travel spending.